

# **M4 Corridor around Newport draft Plan Consultation**

## **Responses received by participant**

Prepared for

The Welsh Government

by

Dialogue by Design Ltd, independent consultation facilitators

August 2014

This report provides copies of all responses received in response to the M4 Corridor around Newport draft Plan Consultation. Duplicate responses from the same participant are not included.

In order to protect participants' personal information, responses are not linked to names. Partial postcodes are provided to allow an understanding of geographical location and names of organisations are stated where possible. Organisation names and partial postcodes have been omitted where participants indicated that their response should be treated confidentially.

Please note that several responses are split across several records due to their size.



Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A new motorway to the south of Newport is essential in order to both protect and stimulate the Welsh economy. Door to door transport will always be the preferred choice of travel and technological advances will aim to improve the sustainability of private vehicles. However, highway infrastructure will always be needed to facilitate door to door travel.

Traffic congestion around Newport will not be addressed without significant investment in public transport and culture changes, which will not be achievable in the next 10-20 years.

By 2020 there will be severe operational problems on the M4 in South East Wales and thus this draft Plan should be adopted in order to address current and forecast transport related problems.

Without this draft Plan, the Welsh economy, community and environment will be at risk from significant harm. Whilst there will be an adverse impact on the Gwent Levels, this environment is not of significant ecological value and physical loss could be offset with new SSSI created through mitigation measures.

The alignment of the proposed Black Route does much to try to limit the impact on the SSSI, by being located in or adjacent to areas of brownfield land or land allocated for future development.

Properties will be affected at Magor and Castelton, where the new motorway would connect into the existing M4. Whilst as few properties as possible should be affected by any preferred route, mitigation measures should be implemented to reduce the potential impact on these properties, whilst the Welsh Government should help to purchase properties likely to be significantly effected at a high compensation value with support provided for relocation.

I very much support the potential implementation of a new motorway to the south of Newport along the alignment of the Black Route, with its complementary measures.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is preferred to the Red Route. A dual carriageway road will not provide sufficient capacity on the network in the long term, nor would provide enough incentive as an alternative route to the existing M4 for long distance traffic, including HGVs.

The route runs close to the residential area of Duffryn, which would lead to unacceptable impact on property here in terms of noise, air and visual pollution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is preferred to the Purple Route.

The route runs close to the residential area of Duffryn, which would lead to unacceptable impact on property here in terms of noise, air and visual pollution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing above what is already planned or committed is unacceptable.

Under the do minimum scenario, traffic congestion will threaten the Welsh economy, hinder accessibility and create adverse noise and air pollution impacts on homes and businesses located close to the existing M4.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA is reassuring in suggesting that appropriate mitigation measures can limit the impact on the environment and would improve air and noise pollution in areas where there are more receptors. It acknowledges that there could be adverse impacts on ecology but mitigation should lead to new areas of SSSI habitat being created adjacent to the existing areas near the coast.

In this case, the economy and community pillars of sustainability should be prioritised over the environment, although mitigation and good design should aim to remove any significant adverse impacts on the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I am pleased that the HRA concludes that the impacts that could reasonably be expected to give rise to effects on the features of the River Usk SAC could be mitigated during the implementation of a project to build a new road to the south of Newport.

**Q7. Health Impact Assessment**

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

Walking and cycling measures should be designed at a scheme level to target local journeys and facilitate health and wellbeing benefits in and around Newport.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Walking and cycling measures should aim to improve links to public transport to benefit those without access to a car, as well as improve walking and cycling safety conditions for all users.

### **Q9. Additional comments**

Please provide any additional comments here.

It is essential that a new motorway to the south of Newport is progressed as quickly as possible and the Ministers should not delay the planning process any further. An appropriate procurement exercise should be undertaken to fast-track the process.

Construction should aim to include targeted recruitment and training to keep money spent in the local South Wales community.

An appropriate amount of money should be provided on a public art scheme to maximise the route as the key gateway into Wales.

An appropriate signage scheme should be implemented to manage traffic using the new and existing motorways.

Priority should be afforded to the economy of Wales.

The Welsh Government should do all that is possible to secure funding for a new motorway with it to be delivered in a single phase.

The new route should be future proofed to take into account potential technological advances in highway infrastructure - e.g. electric vehicles and innovative traffic management systems.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 from the Severn bridge through to junction 29 has been a congestion challenge for many years. As an ex- South Wales resident, I used to have to deal with the challenges of making work on time every day when using the M4. The proposals in the draft plan to build the relief road to the south of Newport make sense, and will improve journey times for travellers who do not need to access any of the junctions from the Severn bridge to junction 29, and for those that do need that section of the M4, significant levels of traffic will be removed making journey times easier and less stressful.

The environmental impact is likely to be less of an issue than is being made out. Similar arguments were put forward when the Cardiff Bay barrage was built, but this has proved to be a huge benefit to the city of Cardiff, and impact on wildlife has been more positive than detrimental. I would welcome the building of the planned new M4 route, as it would make my journey times to Cardiff for both business and leisure reasons more pleasurable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see previous comments.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see previous comments.

Organisation:

Postcode: NP26

**Q9. Additional comments**

Please provide any additional comments here.

We operate a successful software company in Cardiff. We have plenty of national and international visitors. It is never the congestion that is the problem of doing business with companies in South Wales. The issues we hear time and time again from our visitors is the toll on the Severn Bridge. Despite spending a lot more on fuel coming to see us, the psychological impact and detriment of people feeling they have to pay for a bridge that should be covered by their taxes is a huge detriment to our business and South Wales in general. The money from an economic generation and business development prospective would be better spent on making the bridge free. This has to be considered and not improving a road that at the majority of time does in fact run freely and does not need rebuilding.

Organisation:

Postcode: NP13

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will improve traffic flow around Newport immensely and will fully resolve the problems that currently exist

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel the black route is appropriate for a vast number reasons:

- Firstly the new steelworks road has just been opened has not even been allowed to show it's impact
- Secondly traffic flows on the M4 are actually falling so the new road becomes less necessary
- Thirdly there are much cheaper alternatives: enhancing the A48 and expanding the Brynglas Tunnels
- Fourthly the huge impact on the environment: SSSIs etc
- Fifthly the massive cost, already estimated at over £1bn, and last time it was proposed the cost rose dramatically as time went on
- Sixthly the massive impact on the area of Magor and Undy. This area is already hemmed in by the M4, this road would close it in further. We are already face an MCC plan to build over 300 new houses on one side of the village, now this plan is to build a motorway on the other side of the village

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel this route is really any better for any of thie issues that concern me.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, this route does not alleviate any of my concerns outlined in Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel this is the obvious choice - it is much more cost friendly, environmentally friendly, it allows recent road improvements to take their place in the plans and it reflects the fact that traffic numbers are falling on the M4.

I feel the do minimum scenario needs to be central to plans, along with significant investment in public transport and a big expansion of the severn tunnel railway station to provide a gateway into wales that would encourage further reductions in traffic on the M4 between 23a and 29

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Noise and ollution levels in the Magor area are already very high, adding this road would only heighten these problems and should not be proposed

**Q9. Additional comments**

Please provide any additional comments here.

Do not build this road, it would utterly ruin life in Magor and Undy and would send a message out to the public that you have given up on encouraging the use of public transport and want everyone to use the roads with the subsequent environmental costs involved. Do not do this please.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The issues around Newport are many and only a significant alteration to the existing roads will make any significant difference. As such, the replacement of the existing M4 with a new motorway route, built to current standards, is necessary - tinkering with the existing roads will only defer the problem by a few years and the need for a new motorway route will then reappear. So you'll end up building the new black route motorway anyway.

Because of the position of Newport on the corridor between a lot of Welsh industry and the rest of the EU, the bottleneck that is the M4 must be resolved as soon as possible so those of us that try to drive that route for business can see the benefits and so Wales can see the benefits too.

I have seen first hand the changes made by the replacement of a stretch of this very early motorway (the M2 round Medway) and once it is complete you will wish you had done it instead of the pseudo-managed motorway scheme currently round Newport.

Yes, the construction of the new road will have negative impacts. But those are outweighed by the positive outcomes from the completion of the new route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is simply a stop-gap measure and it would end up being up-rated to a three-lane motorway in a decade or so. It would be better to do the job properly first time.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From the end-result point of view, this differs little from the black route. However its negative impacts are greater than those of the Black Route so the black route is to be preferred.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If you do nothing now, or just tinker with the existing road, you will be doing this whole consultation again in three or four years time. And in the mean time anyone who uses the motorway will be put off travelling near Newport so industry and jobs will be impacted.

So let's get on with the task of sorting it out once and for all.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route will largely address the problems around Newport, providing that at the western end it is possible to connect from the new M4 onto the A48 (M) into Cardiff at J29.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is longer and would seem to be more obtrusive into Newport town.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similarly, this route is longer and would also appear to encroach further towards Newport town, therefore generating more traffic noise etc.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this would result in further jams and delays, causing significant impact on any communities West of Newport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the proposed black route as a viable means of improving the traffic situation through the current Brynglas tunnels

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would support this but only if the full motorway proposal (black route) was not permitted.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same thoughts as Red route. Fully supported but only if the primary black route and complimentary measures are not possible. I think this will help the problems of the M4 corridor around newport hugely.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not supported at all. Won't help.

Organisation:

Postcode: SA4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is an excellent idea and will alleviate huge stresses to commuters, professional drivers and businesses alike not to mention the local community. I have refused more lucrative employment in the past on the basis that I would have to use the Brynglas Tunnels art rush hour every day, a sad reflection on the current road infrastructure around Newport.

Whilst there will be environmental concerns these can be managed appropriately with full consultation of Natural Resources Wales and if South Wales is to grow as an economy the benefits of this project far exceed the risks proposed by those who seek to object.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A possible alternative by the Black route is preferred

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not appropriate and cuts into areas that are avoidable by the Black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The impact on the Welsh economy as well as business, commuters and local people will be catastrophic, this project MUST go ahead.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Very positive

Organisation:

Postcode: CF83

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route and Purple routes both offer potential solutions. I am a member of both the RSPB and WWT so I am aware of the SSI and impact on wildlife and water fowl. However I think the benefits of the Black Route far outweigh the negative impact on biodiversity

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this would quickly reach capacity and would be a poor compromise.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be my second choice. I think 3 lanes is needed and the Purple Route has a lower impact on the environment. However I believe the solution needs to be a motorway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not viable.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is an excellent idea.

The M4 around Newport is very busy with local traffic, bypassing it will separate local traffic from longer distance traffic. With many junctions, the tunnels and winding section at High Cross, safety will be improved by avoiding these.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Proposal is already 20 years late. Do it right. No compromises.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None.

Organisation:

Postcode: CF35

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route seems, very satisfactory to the motorist, this also appears to be the shortest and quickest route around Newport, if there are to be several junctions on this new road this will decrease the appeal and benefit to the longer commuter as this would clog up the road with users joining/exiting at Newport, these users who could in theory use the existing M4 which would act as a dedicated own motorway link to the city.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No Comment

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minium scenario is not beneficial to the people of south Wales. Equally work needs to be done and used efficently

For example, the western section at the tunnels was introduced at a variable 50mph, however I have never seen these signs above 50 mph.

When they are set to 50mph during rush hour traffic seems to be well under this limit.

How much money was spent on this section when a hard signed mandatory 50mph could have been set?

Lessons need to be learnt from this ensuring that money is spent wisely!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

no comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The benefits to the wider community of South Wales far outweigh the ecological arguments

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No Comment

**Q9. Additional comments**

Please provide any additional comments here.

Fully support the Black route through Newport

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the plan will address the continuing issue of congestion around Newport tunnel and blockages when faced with accidents.

It will allow myself and fellow workers to cut down on our journey time considerably.

Organisation:

Postcode: SA3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the existing road would be much better classed as a trunk road, usable by non-motorway traffic, especially if bicycle-friendly and pedestrian-friendly infrastructure is put in place, as it runs through the city anyway and would be then be more useful to Newport residents and commuters. Also, presumably, access to Caerleon for traffic coming from the west would be a whole lot easier and we would not be forced to go into Newport and then out again via a heavily congested and circuitous route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Two lanes is not enough. And it leaves the existing M4 as a motorway with all associated limitations for local users. Getting to Caerleon from the west is ridiculous for example, involving turning in precisely the wrong direction, stop-start traffic to a roundabout, horribly complex roundabout, then getting back to cross over the motorway before finally getting one foot closer to Caerleon than when you left the M4! There is a feeder lane from the M4 to go left (the right way) here, but only emergency vehicles are currently allowed to use it (presumably for health and safety reasons that did not apply when the M4 was designed and built, or before it became a motorway, else why build the access in the first place?)

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

3 lanes are better than 2.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

NOT AN OPTION!!! Newport is a nightmare.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It seems to be very thorough. I think the negative impact of the new road is relatively minor (e.g. loss of less than 1.5% SSSI) in comparison with the relatively great positive impact on people and places who currently have to endure the existing road.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Any species likely to be seriously harmed by this development is probably heading for extinction from this area if not everywhere already. Species need resilience and adaptability for survival - that's what evolution IS. Nature is much more robust and adaptable than most people suppose.

**Q7. Health Impact Assessment**

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

The health of the people of Newport and environs is not the only consideration. The blood pressure of every driver who has to undertake the Newport experience is important too.

**Q8. Equality Impact Assessment**

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

Every scheme has relative winners and relative losers.

**Q9. Additional comments**

Please provide any additional comments here.

This can't happen quickly enough. Please get on with it!

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think there is a need for an alternative route to the south of Newport which is toll based. In my opinion, people will only use the toll road, if they are travelling on business ( who will pay the toll charge). Therefore if an incident takes place on the M4, people will continue to find alternative local routes, as they currently do, including the new A4810 through the old Llanwern site.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the black route, I think it will generally only be used by business users looking to avoid an incident on the main M4 where an incident has occurred. Local users will continue to look for alternative routes, such as the A4810 through Llanwern.

I do not think it will make much difference to the traffic using the m4.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

as per the previous 2 routes, I don not see that this route will make much, if any difference to the traffic using the M4, other than for business users, who are more likely to pay the toll.

Local people will continue to use other alternative routes.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that it would be better to improve what we already have, than to spend huge amounts of public money and a new route which is unlikely to ease congestion massively, accept where an incident occurs on the M4.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Gwent levels are an important local area and should be preserved as far as possible.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

none

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan appears to address the problems and would achieve more towards the goals than the other options. The draft plan (black route) appears to be the best solution, considering the information provided in the documentation

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route plan does not fully address the problems stated, this option appears to represent a compromise with regards to the situation whilst representing the same negative affect on the environment. The degree to which the problems are addressed is less than the black route, therefore this is not the preferred option in my opinion

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route plan does not fully address the problems stated, this option appears to represent a compromise with regards to the situation whilst representing the same negative affect on the environment. The degree to which the problems are addressed is less than the black route, therefore this is not the preferred option in my opinion.

Furthermore, the route to the north of Newport Docks is less desirable than that of the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario does not address any of the problems related to the M4 around Newport, do minimum scenario will not achieve the goals to alleviate the congestion and ensure the flow of traffic around the area to south Wales in general, the businesses in Wales rely on the efficient traffic flow around the area.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The assessment identifies negative effects on several areas as a result of the proposed plans, however negative effects can be attributed to the do minimum scenario in more aspects, the black route appears to be the best option when reviewing the SEA

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The HIA reaffirms that the do minimum scenario is undesirable

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route differences appear to be around the docks area. At this time I have no strong opinion other than the effects near where I live Junction 25 of the M4 east of Brynglas tunnels. I would like to see the west of junction 25 entrance and exits to the M4 re-opened at junction 25 as I have a daily commute to Cardiff (my employer closed its Newport site and job moved to Llanishen, Cardiff 4 years ago). Currently I have to travel via the Harlequin roundabout morning and evening which extends my journeys in both time, distance and aggravation. Can this additional alteration to road design be included in the plan please? I am not the only person in this area who makes this journey and this increases the traffic flow through the city centre at busy times of day.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route differences appear to be around the docks area. At this time I have no strong opinion other than the effects near where I live Junction 25 of the M4 east of Brynglas tunnels. I would like to see the west of junction 25 entrance and exits to the M4 re-opened at junction 25 as I have a daily commute to Cardiff (my employer closed its Newport site and job moved to Llanishen, Cardiff 4 years ago). Currently I have to travel via the Harlequin roundabout morning and evening which extends my journeys in both time, distance and aggravation. Can this additional alteration to road design be included in the plan please? I am not the only person in this area who makes this journey and this increases the traffic flow through the city centre at busy times of day.

**Q7. Health Impact Assessment**

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

Any new cycle paths included will be a great boon for the area around where I live at NP19 7GG. It would be good if the existing M4 were accessible by bicycle and also the exits around junction 25A into city centre and up dual carriage way towards cwmbbran/pontypool.

**Q9. Additional comments**

Please provide any additional comments here.

At this time I have no strong opinion other than the effects near where I live Junction 25 of the M4 east of Brynglas tunnels. I would like to see the west of junction 25 entrance and exits to the M4 re-opened at junction 25 as I have a daily commute to Cardiff (my employer closed its Newport site and job moved to Llanishen, Cardiff 4 years ago). Currently I have to travel via the Harlequin roundabout morning and evening which extends my journeys in both time, distance and aggravation. Can this additional alteration to road design be included in the plan please? I am not the only person in this area who makes this journey and this increases the traffic flow through the city centre at busy times of day. Any new cycle paths included will be a great boon for the area around where I live at (Editor's note: personal details removed). It would be good if the existing M4 were accessible by bicycle and also the exits around junction 25A into city centre and up dual carriage way towards cwmbbran/pontypool.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan appears to provide the most suitable and workable solution to the road conditions on the M4 in and around Newport. The major negative against this proposal is that of the impact on the SSSI locations to the south of Newport. This proposal though skirts the edges of these areas and history of other developments have proven that the animals, birds etc that live in these environments soon recover once construction work has completed. This disruption must be weighed up against the damage to the environment from pollution of long queues of traffic that currently occur on a regular basis on the M4 and that will continue to occur if nothing is done.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route will not provide a motorway, personally I would not leave the M4 to utilise a non-motorway road that is likely to have traffic lights etc.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route would be suitable and provide a motorway connection. It would also impact less on the SSSI's so may be more favourable to the environmentalists. It would provide a suitable alternative to the current M4,

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This cannot be seen as an option. Traffic will continue to grow and any other measures are purely stop gaps. Currently the M4 around Newport is a block to industry coming to South Wales so needs major improvement, the M4 is after all the main artery for South Wales including the Capital. Also the success of South Wales football teams and events at the Millennium stadium now mean that there can be heavy traffic on this route even on weekends all of which is reliant on a stretch of two lane motorway around Newport. Any other European capital city is served by multiple large motorways, yet Cardiff has one very poor motorway link to the rest of Wales, UK and Europe.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The impact on the environment of queueing traffic spewing out fumes is in the long term far more harmful to the whole environment than the short term impact of building a motorway. History has shown that creatures if need be will find alternative habitats or even very quickly learn to live alongside and thrive from the new development.

Organisation:

Postcode: KT8

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The problem with the "old" road has always been that it goes slap through (and/or very close to) the middle of a large residential area; this would have (eventually) created capacity problems even if the Brynglas tunnels were 4 lanes in each direction .

For the exact same reason, it seems both imperative and utterly logical to insist that - whichever colour scheme is adopted - it be made WITH NO EXITS between its start and finish . That said it is just about conceivable that the black routes could cope with one exit - say near the docks - but exits on the other two schemes would just replicate (and double) the existing jams in additional locations.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my response to Q1. Another multi-purpose road , carrying motorway-levels of heavy traffic , slap through a major built-up area would cause vast congestion whilst it was being built and the second it opened . To build it in stages would be unimaginably frustrating.

It is very hard to tell from the info given why the red and purple routes diverge .

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my responses to QQ 1-2

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Simply not a viable option

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

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

No comments

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think it matters which route you pick, should be the cheapest with lowest environmental impact, but you need to get it built ASAP

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please make all new motorways three lane. Abolish the horrible trend of using three lanes to two lanes with slip road lane. Use the black route. Can you make easy access from the tradegar interchange.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Avoid two lane new motorway, no, no, no. All motorways should be three lane. The two lane plus junction lane are madness and need to be deleted from planners options.

The existing motorway should remain as a motorway and NOT be downgraded to a 'A' class road with traffic lights and other insane traffic calming measures.

Who uses park and ride? They are a waste of public money.

I do ride a bicycle, all cycle lanes seem to be partially implemented. When I use a motorway I use a car.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a three lane option, better. What is the difference to the user and tax payer of this rout to the black one?

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

NOT an option. The motorway improvement is long overdue. DO SOMETHING POSITIVE for the user.

Organisation:

Postcode: LL29

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route (a new motorway to the south of Newport) and its complementary measures will best address the problems and achieve the goals of the M4 Corridor around Newport. The new motorway will provide a high-standard road link between South Wales and the UK's strategic road network, and beyond that to Europe. It will deliver substantial improvements in traffic safety and journey time reliability whilst, at the same time, reducing traffic noise and improving air quality. It offers a long-term solution to the problems currently being experienced on the M4 at Newport. It removes traffic-related nuisance from built-up areas.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route and its complementary measures will only partly address the problems and achieve the goals of the M4 Corridor around Newport. It will not relieve the existing motorway to any great extent and is likely to be seen, used and developed as an all-purpose district distributor serving local needs.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route and its complementary measures will partly address the problems and achieve the goals of the M4 Corridor around Newport. It offers reduced benefits (when compared with the Black Route) and would interfere with existing and proposed developments.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do-minimum scenario does not address the problems or goals of the M4 Corridor around Newport. It is not reasonable or tenable.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA is complex and, having regard to its scope and content, may not be thoroughly read and/or understood by many/most respondents. That said, it is pleasing to see that the Black Route with its complementary measures performs relatively well.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It would appear, from the information that has been published, that any adverse impacts associated with the Black Route and its complementary measures can be successfully mitigated.

**Q7. Health Impact Assessment**

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

The Black Route and its complementary measures will deliver a beneficial health effect through reductions in traffic noise and improvements in air quality.

**Q8. Equality Impact Assessment**

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

The Black Route and its complementary measures scores well in relation to the Equality Impact Assessment. The Do-Nothing option does not.

**Q9. Additional comments**

Please provide any additional comments here.

This is a very complex (sophisticated) consultation. It's good to see modern techniques and information technology being used to good effect. It's clear, from the detailed information that has been published, that no effort has been spared in technical appraisal. But we should not lose sight of the fact that the M4 at Newport urgently needs attention. The WAG should press on with scheme preparation and planning with a view to delivering the Black Route and its complementary measures as soon as possible.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed Black Route should give relief to traffic using the M4 to the east of Newport

Organisation:

Postcode:

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Of this means that I am able to get onto the M4 more easily then I am in favour of this plan. I would be concerned about the level of disruption to the area surrounding my home whilst this is underway. I would also question the decision by Newport Council to allow a further 1000 homes to be built on the former Alcan site which will inevitably increase M4 usage and other roads in and around Newport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the implimentation of the Black route should be as soon as is possible, the daily congestion from magor on to J26 gets worse on a day to day basis, I think the black route would ease this.

To turn the existing M4 into a duel carrageway would only have the same problems as the existing SDR suffers when the M4 is closed.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ok

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

ok

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

ok

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I've just inspected your plans on your website.

I agree it's a much needed road (whichever option is chosen).

I live just off junction 28 & this gets very busy @ peak hours as well-Not helped by the part-time signals @ the rec car-park roundabout (especially for those of us, who have no lights @ the entrance to the roundabout).

I think if a couple of slip roads (on & off) on the new road were also put in, this would help reduce some of the congestion, that will still happen on the already existing roads!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route stays further away from Newport city centre than the other routes, with the potential for redevelopment of disused and run down areas.

There is a need for an alternative to the current M4 route, as there is regular congestion even without accidents.

Regarding the "reclassification" of the existing M4 to a trunk road. Is it not already designated as such, being a motorway?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A complete solution that can be delivered as one programme at the same time is required. There will be little benefit, and increased risk of apathy if the work is not programmed for completion in its entirety.

A dual carriageway is less desirable than a motorway.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Better than the red routes in that it provides a new section of motorway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Something more than the minimum needs to be done.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will finally give South Wales a proper 3 lane motorway, with two major trunk roads (existing M4 and black route) able to offer alternative routes to each other in the event of a major accident.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would consider the red route to be very inferior to the black or purple routes, as the provision of a dual carriageway would not cope with present and future traffic volumes.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would consider both the black and red routes to be equally effective and have no real preference between the two, as both provide 3 lane motorways.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think this is viable at all. Newport needs a new 3 lane motorway and nothing less.

Organisation:

Postcode: Cf40

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the only proposal out of the three that would address the chronic issues long suffered by the residents of South Wales, it is vital for the Welsh economy and the image of Wales to have it's only real motorway function efficiently and well. Not only would this improve transport through Newport but drastically increase the economic output of the gwent area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not suitable or efficient, it would leave the m4 struggling, falling behind motorway standards. This is not a solution for Wales, more a solution for Newport

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would perfectly address the issue of traffic on the M4.

I'm particularly enthusiastic regarding the new junction between the M48 and the B4245. I live in Caldicot and even though we are very close to the M4 and M48 (to the point that noise is a concern), we have to travel several miles to Magor to join the M4, on the B4245 which suffers from high traffic (joining the M48 in Chepstow is equally bad). This new junction would greatly improve life of Caldicot inhabitants commuting east and west.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route would address the issue very well, but being longer than the Black Route it's at the same time more costly to build, and more costly to use (in terms of petrol consumed and travel time).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Just like the Red Route, the Purple Route would address the issue very well, but being longer than the Black Route it's at the same time more costly to build, and more costly to use (in terms of petrol consumed and travel time).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a real traffic issue around Newport, due to the complexity of the road in that area, and especially because of the tunnel bottleneck which only spans two ways in each direction, in addition to requiring reduced speed.

The 'do minimum scenario' doesn't address these issues at all.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The best option for improving the M4

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Piecemeal option which risks becoming a road to nowhere as it would be progressed in stages. Will be as effective as the SDR at removing traffic i.e. not very!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option. whenever something goes wrong on the road the whole area grinds to a halt. Currently I dread having to travel along this stretch to reach Cardiff, it is always congested and stop-start from Coldra right the way through to 28

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route involves the least intrusive option relating to the city itself. It maximises the brown field sites and offers the least disruption to residential areas. Future potential projects, i.e. barrage or major airport etc, could best be tied into the black route and present a joined up approach to future infrastructure improvements.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route encroaches upon the southern limits of the city and should be discounted.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route encroaches upon the southern extremities of the city and should be discouraged. The disruption would be unacceptable, more likely to raise objections and would complicate further future improvements, (widening to contend with future demand etc), as a result.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route appears to be the best solution to most problems experienced but only if (a) the A48(M) from Cardiff is seamlessly connected/joined up, (b) junctions are limited, and (c) no lower than normal speed limits imposed (e.g. keep it at 70mph with variable speed limit as and when necessary). Regarding (a): I see potential problems when traffic from the A48(M) and the M4 have to change lanes in opposing direction if they want to continue their journey on the current M4 (for those from Cardiff) and to the new route (for those from the M4). This may create a dangerous junction. However, without connecting the A48(M) to the new route, this would make the new route less used. Regarding (b): direct those wanting to get into Newport to use the existing M4, and use the new route only for those that want to drive around Newport. This limits traffic entering and exiting the new route, which increases the chances of a continuous flow. If needed, one junction for Newport centre can be considered, but with a sufficient enough joining lane (additional two lanes for a half a mile, with one for another mile).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would only be good if there won't be any junctions on the road.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as for the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option in my opinion.

Organisation:

Postcode: SA3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It s absolutely vital for three things to happen in order for Wales to reach something like it's potential:

1. To go ahead with this road. Traffic jams on the M4 are costing this country dear.
2. To have an International Airport. Berlin has three! We cannot manage one!
3. To have free entry to Wales.

I have run a business (printing), in Port Talbot, where we had to send a transit van to Bristol almost every day. The delays and cost and time were crippling.

I usage you to get on with it!

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe black route the best. It's the furthest away from the human population and will have less impact with daily life when being built. It will also be the quickest route to Cardiff and hopefully have an intersection by the docks because I work there and could get on at Magor. We worry too much about wildlife. We will lose some and gain other wild life from the scheme. I also like the idea of more cycle ways. I believe no road should be able to be built unless a cycle way is included. The new intersection off M48 around Caldicot would also be a good way of alleviating local traffic and including an expansion of seven tunnel junction and the rail network is much needed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red route second choice but prefer the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My last choice, but better than not having a new motorway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum should not be discussed. Wales is being left behind as it is and this would be a disaster for the Welsh economy. We all need this new motorway to take Wales forward. The more lanes on the new motorway the better. Also the quicker the route can be designed to get to Swansea and Cardiff the better.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

yes, definitely. It is long long overdue. It will have a very positive impact as the magor - castleton route currently doubles as transit route through Newport as well as carrying a lot of local traffic - if I go to Tesco I go on the M4. With the new relief motorway open, could the Caerleon motorway exit reopen ?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not as good a black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not as good a black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Would be an absolute disaster and would damage business and potentially lead to loss of life through increased accidents. not an option.

**Q9. Additional comments**

Please provide any additional comments here.

I feel disappointed that additional train stations are not included in the solution. Reopening caerleon train station, along with stations in Llanwern, Rumney and other places along the m4 corridor would also reduce traffic flow. reopening the caerleon motorway exit or creating a new one to connect into Heidenheim Drive would also have a significant impact on Newports traffic flow.

Organisation:

Postcode: np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black plan is the best route BUT it must have a transport and regeneration benefit for Newport and wales it is well known in Newport a debate has been running about a barrage for many years this is the time do not miss it.

Bridge the river usk with a power generating barrage put new motorway on top is a win win for the environment.

**THE POWER OF WATER**

It can put the river at one level to generate the economy of newport and the river both sides up as far as caerleon and beyond creating jobs and business on the way and it will help power wales in the future and many years.

It will help cut the carbon foot print of the u.k.

And it is cheaper than nuclear power .(THERE IS NO WASTE)

And if England needs water we have it for sale.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Taking the M4 around Newport in isolation then, yes, the Black Route is a suitable solution to the problem of unreliable journey times between J23 and J29 and will significantly reduce traffic flows on the old M4 alignment. However, westbound journey time reliability is also affected by the widely varying delays experienced at the toll booths - which can range from seconds to up to 30 minutes at the same time on different working days. The unreliability of the current M4 is sometimes insignificant when compared to the delays experienced at the tolls. It is also insignificant when compared to delays experienced on the M4/M5 in the Bristol area. I would therefore question whether the scheme will actually improve connections to England etc, or whether its benefits are in fact more localised.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This may well go some way to alleviating the problems, but I don't think this piecemeal solution is really worth the hassle. Most traffic will choose to stay on the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route runs too close to some of the main residential areas of Newport, particularly Duffryn.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This isn't going to do much overall, although the measures are to be welcomed. Any link through the steelworks site between J23A and the A48 SDR should be signed from the M4 for parts of Newport (perhaps Newport (S) & Docks) to help direct some Newport traffic off the M4 at an earlier stage.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments.

**Q7. Health Impact Assessment**

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

No comments.

**Q8. Equality Impact Assessment**

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

No comments.

**Q9. Additional comments**

Please provide any additional comments here.

Although I am a regular commuter across the Severn Bridge I support the continued use of tolls on the M4 & M48 to help finance the new M4 alignment and complementary schemes.

As a further complementary measure I would like to see a formal Park & Share site established along the M4 corridor in Monmouthshire for people commuting to the business parks around North Bristol. There are very high traffic flows between South Wales and this employment area in the morning & vice versa in the evening that could be reduced slightly with a large Park & Share site. There are many people I could share lifts with at work, but we cannot find anywhere suitable to park one of the cars for the day while we share the other car across the bridge to Bristol (Magor Services parking is understandably time limited, along with car parks near to J24 at Langstone). I would imagine that a site could be found close to J23A, or close to the proposed J23 - B4245 link road.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the Black Route is vitally needed and will greatly assist the problems on the current M4 and help the development of Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think the Red Route is sufficient to deal with the problems of the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route would be sufficient to deal with the problems of the M4 but I would be concerned about its proximity to housing in Duffryn.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This falls well short of what is needed to deal with the problems of the M4 and will only put off an inevitable need for a scheme like the Black Route.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There will inevitably be an environmental impact but I believe the Black Route achieves the best outcome with the minimum impact.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The impact on habitats is needed to fulfil the greater need for a new road.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The long term benefits of the Black Route seem to outway any short term disruption.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
It is clear that equality will be increased by any of the alternatives apart form doing the minimum.

***Q9. Additional comments***

Please provide any additional comments here.  
Please get on with this as soon as possible.

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route or the Purple Route appear to offer the best solutions to the problems of unreliable journey times and traffic congestion. I believe that the proposals will bring significant benefits to the Welsh economy. The complimentary measures will provide benefits, particularly the M48 – B4245 Link which would increase use of Severn Tunnel Junction and the M48.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that the development of a dual carriageway is an appropriate solution. While in the short term it will offer an alternative to those road users who do not have a requirement to use the Newport exits I do not believe that it will provide sufficient capacity for the longer term and I do not believe that it will deliver the benefits offered the other two options.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route or the Black Route appear to offer the best solutions to the problems of unreliable journey times and traffic congestion. I believe that the proposals will bring significant benefits to the Welsh economy. The complimentary measures will provide benefits, particularly the M48 – B4245 Link which would increase use of Severn Tunnel Junction and the M48.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that the do minimum scenario provides any solution to the problem of unreliable journey times, congestion, pollution and safety for the M4 in and around Newport.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Any development will have some impact. The impact can be negative or positive. While the routes are passing through areas of Special Scientific Interest would appear to be a negative, these same areas are also shown as either historic or active waste disposal sites which it could therefore be argued that the impact will be positive or neutral. The other parts of the route is going through areas designated for development which appears sensible and may benefit economic development in those areas.

**Q9. Additional comments**

Please provide any additional comments here.

The idea of a motorway to the south of Newport has been discussed for longer than we have lived in the area. The congestion in the area is significantly worse the rest of the UK and this has a negative impact on the local community and businesses.

The implementation of such a plan is very long overdue and the Black or Purple Routes have my full support.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed by-pass for Newport is long overdue and should have been brought to fruition a very long time ago. The provision of a 3rd tunnel is absurd - the traffic will increase to fill it accordingly, and we'll be back to the usual congestion whenever there is even a minor RTA on a stretch of the motorway in the area (what will they do - cone-off one tunnel and divert traffic through the other two? - resulting in the usual congestion). The back-up of traffic travelling towards the tunnels in both directions is a nightmare at peak times of the day, let alone when there's an unfortunate RTA. Whenever there is even a moderate RTA on the M4, Newport 'town' becomes gridlocked and it's impossible to get anywhere. It is unfortunate that the by-pass will affect wildlife, etc., but the same thing could be said to have applied when a swathe was cut through High Cross/Malpas, etc. to accommodate the existing M4. I am sure the planners could liaise with the various wildlife organisations to implement measures to help preserve the flora/fauna in the area. Wales as a country needs to move forward and the by-pass would definitely help this along its merry way. If the by-pass does go ahead, by then the number of vehicles will have increased considerably and by the time the road is completed there will be even more vehicles pounding up and down the M4 - a 3rd tunnel would be a total waste of money. The topic can be discussed ad nauseam but it's a 'no brainer' - just get on with the by-pass, please. Having said that, I shall probably have 'gone to meet by Maker' by the time it gets under way and is completed.

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I was born in Newport, and have lived in or around it all of my life. I have seen the M4 traffic volume increase year on year, and congestion increase pro rata. I have lived on the West and East sides of Newport, and travelled the M4 to Cardiff, and more recently Bristol. I strongly agree with the Black route option, as it brings the most benefit, to commuters and the local community. Reclassifying the M4 into an A road or equivalent and adding a slip road system at Rogiet for the B4245 would be a huge benefit, as it would not only remove local traffic from the B roads, but would also be a major boon to the proposed Severn tunnel junction expansion.

The current M4 is not capable of sustaining traffic increases, and the public transport system is in no fit state to make daily commuting an option. I have to use my car to commute, and spend far too much time sat in queues, a new relief road of the Black route proposal would be a fantastic improvement.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red route I feel would not be a sensible approach to address the problems of the M4 corridor around Newport. Newport is the gateway to Wales, and should have a quality road system to allow traffic wishing to bypass it completely and access, Cardiff, Bridgend, Swansea etc without having to endure the endless congestion through the centre of the town. The Red route involves too much disruption to the central areas of Newport, and as the current council are trying to revitalise the town, it's town centre, and it's general image across the country, further major road works would severely disrupt those plans. Newport traders have endured enough turmoil, building the Black route has the least disruption to the town centre.

I also appreciate all of the routes will have an impact on wildlife and SSSI areas, but we must allow progress to be made, and as the worst option only impact 1.5% of these areas, then they must be given the green light.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route with a dual carriageway around Newport, will not work, it won't allow for the increases in traffic volume, and together with the planned maintenance to the current M4, would grind Newport to a halt in a matter of months after completion. The planners, parliament, the Welsh assembly and the people who use these roads, must do the right thing and build a proper motorway system around the outskirts of Newport. The soft options are just that, build the Black route and have it sorted once and for all.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The "Do minimum Scenario" is exactly what previous governments have done for the past twenty years. It is not an option. Build the Black route and end the suffering of millions of motorists.

**Q9. Additional comments**

Please provide any additional comments here.

There have been many consultations and proposals over the last twenty years for an M4 relief road, it's now time to build the road we all want, a real motorway route, giving the option to quickly access the whole of Wales, without enduring the stress and frustration of passing through Newport at a snails pace.

Build the Black route now please.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Build it, it would help reduce congestion, particularly the Brynglas tunnels which are always a problem.

Could even extend across to link up with A48 to those travelling south of Cardiff

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would not be as effective

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Better than the Red Route option

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not help ease congestion enough, the whole area either side of the Brynglas tunnels needs to be avoided for as many motorists as possible as the current system just cannot cope with the levels of traffic.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I very much welcome the draft plan and think it will certainly address many of the problems experienced in the M4 Corridor around Newport, especially around the Brynglas Tunnels. I do, however, have some concerns about the proposed junction where the proposed route will re-join the M4 at Castleton. This is already a very busy interchange and I believe careful planning will be needed to ensure a 'bottleneck' situation does not occur at this point.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe the red route will be suitable. A dual carriageway option will not improve the flow of traffic as effectively as a motorway would. If a dual carriageway were built then drivers may continue to choose to use the M4 rather than the alternative route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the purple route will address the problems and a 3 lane motorway will be better than a 2 lane motorway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe 'do minimum' is an option. It will not address any of the problems.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Insofar as you propose to charge a toll for using this new road, then:

-It will NOT address ANY of the problems,

-It will NOT achieve ANY of the goals,  
of the M4 corridor around Newport.

-In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

-Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

-If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND

-If the toll on the new road was held for ever at £1:00 per vehicle,

THEN: you would have a chance.

HOWEVER:

-GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

-This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

-Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

-ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Insofar as you propose to charge a toll for using this new road, then:

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- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
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### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

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HOWEVER:

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CONCLUSION:

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BECAUSE:

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#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND

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THEN: you would have a chance.

HOWEVER:

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CONCLUSION:

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BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND

- If the toll on the new road was held for ever at £1:00 per vehicle,

THEN: you would have a chance.

HOWEVER:

- GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

- This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND

- If the toll on the new road was held for ever at £1:00 per vehicle,

THEN: you would have a chance.

HOWEVER:

- GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

- This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

### **Q7. Health Impact Assessment**

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

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND

- If the toll on the new road was held for ever at £1:00 per vehicle,

THEN: you would have a chance.

HOWEVER:

- GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

- This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

### **Q8. Equality Impact Assessment**

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

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND
  - If the toll on the new road was held for ever at £1:00 per vehicle,
- THEN: you would have a chance.

HOWEVER:

- GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

- This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

### **Q9. Additional comments**

Please provide any additional comments here.

Insofar as you propose to charge a toll for using this new road, then:

- It will NOT address ANY of the problems,
- It will NOT achieve ANY of the goals, of the M4 corridor around Newport.
- In fact, it will just be a MASSIVE WASTE OF TIME AND MONEY.

REASON:

- Any SANE person will realise that motorists will NOT pay TWO OVERPRICED tolls within approx less than 10 minutes of each other.

COMMENT

- If the Toll on the Severn Bridge was held for ever at £1:00 per vehicle AND
  - If the toll on the new road was held for ever at £1:00 per vehicle,
- THEN: you would have a chance.

HOWEVER:

- GREED has infiltrated the Severn Bridge Toll, and my guess is that GREED will infiltrate the toll on this new Road.

CONCLUSION:

- This plan is DOOMED TO COMPLETE FAILURE

BECAUSE:

- Your entire premise of charging the motorist is FLAWED

RECOMMENDATION:

- ABANDON this HARE-BRAINED Scheme, before you are made to look foolish in the Public's eyes, and in the eyes of UK Government, who have loaned you the money, and who are, and will be, watching you closely .

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the building of the relief road. I have used the M5 into England for 15 years, my commute is now on average 30 mins longer - its almost at the point where it is not viable.

Funding - Surely we need to get rid of the tolls not use them to fund this road. This is a project that will benefit the economy and should be funded by government. Motorong costs need to come down not up.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a regular user of the M4 around Newport at different times of the day I have noticed that the traffic jams and incidents have increased greatly in recent years. Often on a Friday the queue through the Brynglas tunnels can stretch back to Magor. The introduction of variable speed restrictions has done nothing to help the situation as far as I can make out. I therefore feel that the only solution is the proposed black route with a full 3 lane Motorway with no junctions between Magor and Castleton.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel this measure would address the problems sufficiently in the long term.

Traffic volume on the M4 is already high and will only increase. Therefore I feel a 3 lane Motorway is the only solution to the problem.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route would be second choice if the Black route was not to get the go ahead.

I think the critical point is that a 3 lane motorway is required.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I hope that this scenario would not be considered an option. The traffic situation is already a major problem for commuters and business at the moment. This will only get worse with time and needs to be addressed immediately.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Whilst environmental impact is a concern, from reading the report, I do not believe that the proposed route will significantly impact the environment long term.

**Q7. Health Impact Assessment**

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

I believe the proposed black route is the best solution in terms of impact on health, and will certainly divert a lot of heavy traffic and pollution away from many built up areas currently served by the existing M4 motorway.

**Q8. Equality Impact Assessment**

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

I believe the easing of traffic problems on the M4 will benefit the equality impact. Both for people that are on longer journeys and bypassing Newport in terms of ease of journey, and less cost for fuel due to traffic delays, as well as local residents.

It will be far easier for local residents to access places of work, hospital, doctors etc with less delays and reduced stress and fuel costs.

Again I can only see benefit from the planned new route.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the Black Route offers the most comprehensive solution, to what has been a growing congestion problem. I moved to Undy from the valleys to avoid the queues that stifle traffic along the M4 at Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This does not meet the needs of the local communities as well as long distance travellers and business that use the M4 in South Wales. Adopt a plan that fixes things for the long-term future i.e. adopt the Black Route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This does not meet the needs of the local communities as well as long distance travellers and business that use the M4 in South Wales. Adopt a plan that fixes things for the long-term future i.e. adopt the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is completely unacceptable. Something must be done, and urgently.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I appreciate that the environment will be impacted, however excess CO2 from low speed travel is also having a significant impact in my opinion. The Black Route offers a sensible balance I feel.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

**Q9. Additional comments**

Please provide any additional comments here.

Please, please push forward with the plans for the Black Route for the benefit of individuals and businesses that rely on the M4.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Excellent proposal which should resolve the problems and achieve the goals of the M4 corridor around Newport

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Prefer the black route proposal

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Prefer the black route proposal

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does little to address the problems and achieve the goals of the M4 corridor round Newport

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comments

**Q9. Additional comments**

Please provide any additional comments here.  
None

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it is essential to reduce the volume of traffic currently using the M4, thereby reducing accidents which are a very common occurrence. It is also the quickest route which would be beneficial to the South Wales economy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this is not a viable option - the traffic on the M4 around Newport is becoming unbearable, prohibitive in terms of deciding to undertake a journey and it feels like a dangerous environment to be in due to the frequency of accidents.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would fully support the building of a motorway south of Newport as outlined in the Black Route - I think that this is urgently needed in order to maintain, and build upon, the existing transport infrastructure for South Wales, both for business and tourism purposes.

Although I no longer live in South Wales I visit on at least a monthly basis for various reasons, and the journey along the M4 between the Severn bridges and Cardiff is one that is nearly always extremely congested and a cause for great delay to ones journey, no matter what time of day or evening - especially between the junctions that would be relieved by the Black Route, and particularly around the Brynglas tunnels. My visits are usually recreational, but the current congestion must be hugely "off-putting" for big businesses and other potential investors, together with holidaymakers alike. I think that a 3-lane relief motorway (with a potential 4th lane if ever needed) south of Newport is urgently needed, and that anything less than this would be wholly inadequate in terms of what is needed for the next several decades at least. The existing M4 through the Brynglas tunnels could then be downgraded as a "relief road" and would still serve an important purpose routing traffic that might be heading to the eastern part of the South Wales valleys e.g. towards Ebbw Vale, Pontypool, Newbridge etc..... All other traffic heading to Cardiff and further West would be directed onto the "Black Route". I am sure this would pay long-term dividends to the people of the whole of Wales for many decades to come by virtue of the reduced journey times, eliminated travel delays, and increased investment in business and tourism which would follow this crucial improvement in traffic infrastructure.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I THINK THE PLAN IS THE ONLY SOLUTION TO THE TRAFFIC PROBLEMS IN AND AROUND THE WHOLE AREA. WORKING FOR A RETAIL COMPANY IN NEWPORT I KNOW HOW BADLY THE TRAFFIC PROBLEMS EFFECT GETTING TO WORK, BUT IT ALSO ENCOURAGES PEOPLE TO AVOID NEWPORT AND SHOP ELSEWHERE. HOPEFULLY THIS WILL ALSO BRING MUCH NEEDED REGENERATION TO NEWPORT.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any new route is vital to the Welsh economy and whether the Black, Red or Purple route is chosen, one of them **MUST** be built. I have lost count of the number of wasted business and leisure hours on the M4 and witness (almost) daily incidents due to the density of the traffic during the morning and evening rush hours.

The Black route will provide a fast and safe link to the south of Newport and (I believe) is the best route for this road. It provides the most direct link to the west and avoids the (heavily populated) Dyffryn housing development, which could be affected by noise and pollution if the Red or Purple routes are chosen.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think the Red route is a viable option and mimics the appalling SDR, which was intended as some sort of bypass to Newport, when originally planned. This route would not provide any benefit to traffic flow and would only 'split' the traffic between the existing M4 and the new route, and I do not believe this would result in greater safety or speed of traffic through the city.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route is perhaps the next best alternative to the Black route and provides a full 3 lane modern motorway. It should be considered as a fall back IF there are any major planning, ground work issues or disputes developing from the planning stages of (the chosen) the Black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do Minimum option really is **NOT** an option. The Black route **MUST** go ahead!  
We cannot do nothing, and this option is merely papering over the cracks of a worsening traffic problem and gives absolutely no benefit to the region or its motorists.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is by far the most optimal route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The infrastructure is already inadequate. These proposals are insufficient to bolster it.

**Q9. Additional comments**

Please provide any additional comments here.

Black route is the best option. This development has been proposed for over 20 years, why can't we get on with it?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that a extra road for the M4 will be the best solution. The traffic is ridicules and so many accidents occur around the Newport Area and especially near or in the Brynglass tunnels. I believe this will be so much easier to commute to place of work or other places for the general public.

Also believe that the road should be free to use and no charges as this will result in it being pointless being built because majority of the public would prefer to wait and use the old roads and that does not solve the traffic with in or around Newport.

Another reason I believe this road would be helpful as we are a city and we are just down the road from Cardiff too.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe any idea which will decrease the amount of traffic we have going n at the moment is a wonderful idea.

I also believe by law that Class 1,2 lorries and any other large vehicles should always remain in left lane as i believe these can cause alot of accidents. I know they are meant too but we need to bring this inn and focus on how many lorries you see drive in the middle lane or over taking lane and it should not be allowed. They cause the traffic to slow down and have no respect for smaller vehicles on the roads.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route provides the best option in helping to address the severe travel congestion on the M4 through Newport. It provides a three lane motorway system that will bypass the already congested relief road which runs along the south of Newport. The distributor road now at peak travelling times is heavily congested. The proposed black route will not interfere with the SDR and help support the SDR for local residents within Newport to use.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option involves the construction of an additional high quality road to the south of Newport, as a dual carriageway solution. I believe a dual carriage way solution would help for a short period of time but as Newport grows and develops this would not help address the traffic problems we face in the long run. The planned road is to be delivered in phases by tying into the existing road network in Newport. This surely would cause more disruption and travel misery. We cannot wait for a phased delivery we need to address the issues immediately and plan for the future without having to address this situation again in 25 years time. How can we justify looking at the red route when we would not realise the real benefits until it is actually completed.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In order to fully represent the highway options to the south of Newport, this option comprises a 3-lane motorway along a similar route to that which is proposed for the Red Route (dual 2-lane all-purpose road). I believe this option may provide the number of lanes we will require to support the amount of traffic using the route and to provide some sort of benefit to the area. However if this is to have an impact on the landfill site already in use where would this be moved to what impact would this have to the area it was moved. Would we still see traffic coming off the road and onto the Tredegar roundabout as this is part of the problem. When there is an accident and traffic is diverted off the motorway all roads into Newport become grid locked. I cannot tell you how many times I have sat in a traffic jam for literally 4, 5, and even 6 hours long trying to get home from the Tredegar roundabout for a journey which should only take me 30 minutes and if we had a decent enough road system would only take me 15 minutes.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option and is not worth discussing we cannot afford to do a minimum. If we do a minimum in 25 years time we will have to look at this again. The impact this option would have on South East Wales and Newport would be devastating and in my opinion have an impact on any new business that was considering opening in this area.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Newport is currently severely disadvantaged by the problems on the existing motorway. The black route seems an obvious solution. I am unclear about the intentions for junctions along the length of the black route but would hope there will be NO junctions to minimise cost and also to maximise efficiency of the route as a long distance solution, thereby avoiding the problems of the existing M4. Local traffic is adequately catered for by the old M4 and also The SDR.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A compromise solution. As a non motorway solution, I anticipate the main problem will lie in the use of the route by local traffic. Newport's biggest problem is the shared use of such roads by local and long distance traffic. This should be avoided at all costs.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A motorway solution which is good but my concern would lie with the ability to segregate local and long distance traffic. As the route lies closer to the community, I assume it would be harder to achieve this separation. The alignment of this route seems also less logical than the black route but perhaps the costs are lower as there would not be a crossing of the docks.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
None

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
None

### **Q9. Additional comments**

Please provide any additional comments here.

The M4 relief motorway should have been constructed when the second Severn crossing was built. That would have avoided the need for:

1. Widening M4 between j23 and j24
2. The SDR
3. The improvements above the Brynglas tunnels
4. Traffic management j24 to j28 M4

The cost savings would have been very significant and helped pay for the relief road. The lack of political will has delayed the inevitable. The environmental concerns, whilst understandable, will only delay not stop this initiative.

I think the need for this road can only be truly appreciated when you have sat in grid locked traffic all day attempting to travel from one side of Newport to the other. Newport's residents sometimes have to sit in traffic jams for up to ten hours when the M4 is shut unexpectedly. That is the local perspective. But the M4 is also a major strategic route that all of South Wales relies upon and the existing problems have a regional dimension.

The biggest issue for me is the separation of local and long distance traffic. In my view the new road should provide for long distance travel only and should not have junctions to achieve this. Existing roads are more than adequate for local needs and the new road will be far more successful if it focused on its intended purpose in the way that the M49 and M4 have been on the English side of the Severn crossing.

Organisation:

Postcode: np19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that a ring road will help cut the amount of traffic coming into and passing through Newport but, im concerned on the effect on the wildlife, also on how the road will be paid for I do feel that we already pay far too much to cross the bridge so would not want any more increase on the bridge fee, in fact I feel that the fee should now be reduced to inspire more business into Wales. Will the new proposed road also have a cycle route near to it ? I feel that this is important to allow people to cycle around Newport too.

Organisation:

Postcode: sa9

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no comment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no comment

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whatever you do, however little it might be, its simply a waste of time effort and my money

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Without radical action on land transport, its simply greenwash - pretending that you are addressing the problems of carbon-dependent transport systems, when in fact you are simply putting your head in the sand and making things more difficult to solve long term.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

no comment

**Q7. Health Impact Assessment**

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

no comment

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comment

### **Q9. Additional comments**

Please provide any additional comments here.

This is a done deal - and you appear to be looking for approval for the committed spend; I certainly will not be giving it.

Let's be honest about this; there are no ideas in the transport pot - no vision, no solutions to our fossil fuel dependent transport system. Governments generally have two reasons for not having a policy on something; either they don't want one, because they have an unpopular agenda of their own, or they simply have no idea what to do. Both probably apply here. This scheme is, of course, and rightly so, a vote of complete no confidence in the rail-based expenditure currently approved for the Cardiff- Newport- Paddington electrification. It is difficult to assess which scheme - rail or road - currently offers worse value for the funders (that's me and many others, who probably, like me, don't want either, though they probably have very different reasons). The quest for a low or zero carbon transport system is advanced not one jot by this.

You are, I have to say, not alone. I have travelled the world to see how the other towns and cities of this planet deal with this one-dimensional approach to urban and inter-urban transport. From the five separate rail systems of Berlin, to the evident despair of transport planners in downtown Seattle; no-one has a clue what to do. The obvious candidate for a low energy, low carbon high capacity and low cost transport system - one that people will use - is rail. Rail however is stuck in a time warp, mostly of its own making, and shows no wish to take radical change at the charge. Rail in theory however does offer many things, and to this end I embarked upon a project in 2009 to analyse rail as a transport system and see how it could be dragged into the twenty first century and become a low cost option for all users, including freight

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Totally in agreement with the proposed Black Route.

**Q9. Additional comments**

Please provide any additional comments here.

Having been caught in multiple traffic jams over the years, the sooner the Black Route is implemented the better it will be for the South Wales economy. Building of the Route will also create jobs during the period of construction.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the draft plan will really ease the traffic problems on the m4. If there's a problem on the motorway, traffic backs up through Newport. On several occasions I have seen the traffic backed all the way up Malpas road & onto Cwmbran Drive, so it affects more than just Newport. Because of the number of junctions on the Newport stretch of the moterway, it gets used by a lot of local traffic. Any plan that can take the majority of traffic away from the tunnels is going to help everyone. The black route seems the most sensible option for long term. I drive to & from Cardiff everyday for work & can see how much of a difference this will make.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I prefer the proposal of the Black Route. Most of the problems surrounding congestion on the existing section of the M4 is from thro traffic. I would suggest that 90% of this traffic never needs or wishes to enter Newport and this plan keeps it well away with the least impact environmentally.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route is the best option. The Brynglas hill and the existing tunnels should NOT be changed again

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is an urgent need to ease the flow in the Brynglas Tunnel and a relief road with a new designation of the existing motorway would seem to be a sensible choice.

I would hope that the environment issues can be addressed in a sensitive manner.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route seems to use the existing road through Llanwern Steel works, and then goes through relatively unpopulated areas of Newport, Spytty, the old Lysaughts works, areas of the docks and land to the south of the A48. It appears to offer a straight through route from Magor to Castleton, completely bypassing the need to go through the restrictive areas of the M4 in Newport, including the Brynglas tunnels. This would appear to offer the least disruption to existing roads while work is ongoing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route has a larger impact on existing roads and would cause disruption to existing roads during construction.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route would cause traffic disruption to existing roads during construction.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario will have little impact on the existing M4 problems and will simply move problems from one area to another. Not recommended.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A large document which only expresses what Newport residents have been saying for years

**Q9. Additional comments**

Please provide any additional comments here.

I'm 63 years old. I would like to see this completed in my lifetime, (20 years?)

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully endorse the black route as proposed.

The new relief road will greatly improve the transport links into South Wales and if this was to be co-ordinated with a reduction in the M4 bridge toll it would aid the financial recovery of the area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not support the proposed alternative Red route, the Red Route has a far greater impact on the residential areas of Newport and therefore should not be pursued.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not support the proposed Purple route as it has a far greater impact on the residential areas of Newport.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed Black Route will greatly improve the traffic flow through the Newport area and into industrialised South Wales, greatly reducing the current traffic congestion through the Bryn Glas Tunnel.

There will be a degree of disruption during the building process, but this will be greatly outweighed by the benefits that the new relief road will bring to the area.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the Black Route is the only sensible route to reduce current and longer term traffic problems in the Newport and surrounding area. The other options have an inevitable short term lifespan and will require further upgrading in future years.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very happy that a new way to get around Newport has been found. I,m sure it will assist greatly the movement of traffic approaching the City, which at certain times especially, is pretty bad.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If for any reason the black route proves to be a no go, then the Red route is a good substitute.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I really don,t think I have anything to say about this route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I,m sure there are more qualified people than me to see to all these things

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Black route that was first thought to be the best will have been, I,m sure, thoroughly investigated as regards any environmental issues that arose.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I,m sure the habitat regulations will have been properly investigated, to safeguard all inhabitants of the area.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
As the route will be set away from all heavily inhabited areas, I can,t see there would be any particular danger to health.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
I have no comment on this.

**Q9. Additional comments**

Please provide any additional comments here.

I am quite happy with my choice of the black route. Anyone who travels to Newport often will know the problems that arise when you leave the M4 at The Coldra Roundabout at certain times, when you want to go the George street way to The Gwent and St Woolos Hospitals, it gets very congested because people are trying to get back to the M4 from that area. I,m sure the new route will enable a lot of people skirt around these particular awkward spots.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the Black route is by far the best option it will relieve congestion drastically in Newport, provided that there are no exits from this route to the City of Newport ie: between the new junction at Magor and the junction at Castleton. As this proposal is for a is a corridor around Newport. Not an alternative route to Newport. (It would defeat the object of the proposal to allow traffic exits to Newport.)As for the proposal to downgrade the present M4 to a Major Road would be a retrograde step in as much it would allow all manner of vehicles to use the stretch of road, surely to make it an extension of the A48M would be a far better solution, an access road for traffic from Caldicot is still viable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While the Red Route is Quite similar in its objectives it would run much closer to the City of Newport It would also be a longer route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I much prefer the black route proposal with the Purple route a distant Second Choice

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do the minimum is a waste of time and should be dismissed out of hand. It is not worth considering.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Unable to add anything of consequence to a comprehensive assesment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Unable to add to this Assessment

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The black route is routed away from heavily populated areas and will have less impact on health and air pollution in areas of dense population

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No Comment. al aspects covered by the plan

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing is really not an option. At peak times the M4 between Newport and Cardiff can become so busy that it creates problems with link roads joining the M4. Tredegar Park is a good example whereby traffic backs up causing build ups in the surrounding areas.

If there has been an accident on the M4 the SDR in Newport becomes so busy that it effectively gridlocks the whole city with knock on tailbacks. A more permanent and robust solution is required.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is unclear from the consultation document how the black route motorway would affect the areas around Castleton. Looking at the geography, it would appear that the route would have to climb a steep incline at Castleton, and cross the existing A48, but the document does not clearly describe how this would happen. My concerns are that in order to climb the incline the motorway would have a significant impact on the landscape at Castleton, and be clearly visible and heard for many miles.

The complimentary measures of promoting walking and cycling seem somewhat irrelevant, and included as a token gesture.

In order to have some longevity, it seems a 3-lane motorway would last longer before needing further enhancements. However, it is unclear in the document what would happen to the existing M4. The addition of another 3-lane motorway alongside the existing M4 seems like creating another motorway to maintain, rather than a full solution to the problem.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again the cycling and walking provision seems a gesture rather than anything serious.

The red route seems pointless given the existing southern distributor road -- if the southern distributor road was improved to allow traffic to flow better it would not need to be added to with a very similar road running alongside.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route seems to impact Newport further.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is clearly a problem with the flow through the tunnels, and so the do minimum scenario will not solve the issues.

**Q9. Additional comments**

Please provide any additional comments here.

In order to provide a truly significant impact on the business and transport into South Wales, the Welsh Government needs to consider the costs and time delays of the Severn Bridge tolls. The bridge tolls create a significant increase for people entering Wales (and therefore for people living in Wales and commuting out to places like Bristol). In addition the toll booths are frequently busy with cars queuing 6 cars deep, adding additional delays to journeys. People and companies are not going to move to South Wales with those levels of costs and delays in place.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am opposed to the development. This route impacts on my local area with additional noise and pollution. You should be aiming for non-road solutions.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Current SDR resources are under-utilised. This could be an option to augment the current M4. How many road users know of this travelling on the M4? At peak times, this road is often clear even when the M4 between Magor and the BrynGlas tunnels!
2. Why is there no plan to create an additional relief through Llanwern on the link road. This could be turned into a higher speed dual carriageway rarer than a full motorway.
3. The reason why the congestion occurs is because of the Bryn Glas tunnels being of only 2 lanes. Why is there no proposal to modify the junctions and tunnels to make the road 3 lanes reducing the impact on cost and having a full new motorway.
4. The impact to the environment and disruption to the people of Magor, Newport and Dyffryn will be high. All of the above options are in my opinion better!!!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Current SDR resources are under-utilised. This could be an option to augment the current M4. How many road users know of this travelling on the M4? At peak times, this road is often clear even when the M4 between Magor and the BrynGlas tunnels!
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4. The impact to the environment and disruption to the people of Magor, Newport and Dyffryn will be high. All of the above options are in my opinion better!!!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Current SDR resources are under-utilised. This could be an option to augment the current M4. How many road users know of this travelling on the M4? At peak times, this road is often clear even when the M4 between Magor and the BrynGlas tunnels!
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4. The impact to the environment and disruption to the people of Magor, Newport and Dyffryn will be high. All of the above options are in my opinion better!!!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I'm totally behind this one, but these 3 options should also be considered:

1. Current SDR resources are under-utilised. This could be an option to augment the current M4. How many road users know of this travelling on the M4? At peak times, this road is often clear even when the M4 between Magor and the BrynGlas tunnels!
2. Why is there no plan to create an additional relief through Llanwern on the link road. This could be turned into a higher speed dual carriageway rarer than a full motorway.
3. The reason why the congestion occurs is because of the Bryn Glas tunnels being of only 2 lanes. Why is there no proposal to modify the junctions and tunnels to make the road 3 lanes reducing the impact on cost and having a full new motorway.

Organisation:

Postcode: np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Need for relief road is based on out of date data, your previously flawed consultation failed to show decrease in traffic trends from 2011-2013, instead basing need for relief road being based on subjective media reports. I find it deeply concerning that instead of making enhancements to the southern distributor road (which ironically also attempted to relieve traffic) you instead deem it appropriate to waste an utterly astonishing amount of money (billions of pounds-paid for by taxpayers) on a road that will damage ssri's environments of which are passionately protected by newport residents. I am utterly appalled at this entire draft plan. I am happy you are now atleast considering environmental impact and i for one vote against this whole thing. It will not address any of the traffic issues around newport as there are none, if anything an additional road near city centre will cause more problems and one further away will discourage the business' that do travel n utilised city centre. This is all i have to say on the matter at further questions are unnecessary due to opinions expressed in prior comments.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As I understand the proposal, the Black route is a direct 3 lane link from Magor to J29. This would certainly alleviate the congestion at Brynglas by allowing travellers to bypass Newport.

The overall success will depend on the quantity of traffic needing to reach Newport.

The idea of a park and ride at Severn Tunnel Junction is a welcome one. Encouraging use of the railways for commuters could reduce traffic

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I suspect a new 2 lane road will quickly become just as congested as the current M4. While a downgraded M4/Trunk road may become so overcrowded it would be unusable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unsure if this option permits access to Newport along the new road? If it does, it could be a very successful option. Traffic to Newport would not be forced onto the downgraded existing road

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option is near worthless. The "Variable Speed Limit systems" are hopeless at keeping the traffic moving. In fact the speed limit signs are so over-used when not really needed, they are now largely ignored. Turning the system off completely may well be an improvement!

The new Coldra roundabout is much better, safer and less confusing

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Passing 1000s of vehicles through the countryside can never be entirely friendly to the environment. However, those cars and lorries are crossing our country anyway - with a new motorway, they can do so more efficiently

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The draft proposal (Black route), despite being the largest capacity road, will probably cause the least disruption to residents of South Newport.

Other options are going to be detrimental to the residents of Duffryn in particular

**Q7. Health Impact Assessment**

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

I would have concerns about the level of traffic trying to access Newport via the old M4 which would then be a lesser A road

**Q8. Equality Impact Assessment**

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

Sorry, I do not understand how a new road relates to equality. I see no adverse influence of the plans on personal freedoms, or equality

**Q9. Additional comments**

Please provide any additional comments here.

Accidents and long delays occur regularly on the M4, especially on Friday afternoon and usually at the Brynglas tunnels. The number of accidents 'seems' to have increased since the introduction of the Variable Speed Limit system.

A new 3-lane motorway to shift traffic into Wales is a great step. 2-lane roads are not able to cope with the volume of vehicles we see on Friday afternoons. However, many still need to access Newport so the existing M4 is still needed

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route connects to the existing M4 in two areas that already have numerous junctions in a short space. Creating additional junctions at both Magor and Castleton has the potential to increase lane switching in these areas and create accident blackspots.

The proposed route has no direct connection to the routes from the north (A449 from M50; A4042; A48; A467/A468). No evidence has been presented that attempts to identify traffic loads on the existing M4 to the west of Magor or the East of Castleton or traffic loads on key routes to the north. It is therefore unclear as to whether this solution will sufficiently address the issue of insufficient capacity along the M4 between Magor and Castleton as the solution is based on an assumption that the majority of traffic is already on the M4 before the proposed new junctions.

It is not clear from the draft plan how / if traffic using the new motorway would be able to connect to the A48M to / from Cardiff. This again appears to limit the effectiveness of the new route to relieve traffic on the existing M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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It is not clear from the draft plan how / if traffic using the new route would be able to connect to the A48M to / from Cardiff. This again appears to limit the effectiveness of the new route to relieve traffic on the existing M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route connects to the existing M4 in two areas that already have numerous junctions in a short space. Creating additional junctions at both Magor and Castleton has the potential to increase lane switching in these areas and create accident blackspots.

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It is not clear from the draft plan how / if traffic using the new route would be able to connect to the A48M to / from Cardiff. This again appears to limit the effectiveness of the new route to relieve traffic on the existing M4.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The "do minimum scenario" does not appear to be a viable long term solution.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My preferred route is the Black Route

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not support the building of any new motorways in the Newport area when the rail network which travels in the same direction is so poor. I would recommend the huge investment planned for this motorway is invested in the railways. If there was a station in Magor the I and many of my friends and colleagues would not need to use the motorway.  
I do not support the proposed plan.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not support the building of any new motorways in the Newport area when the rail network which travels in the same direction is so poor. I would recommend the huge investment planned for this motorway is invested in the railways. If there was a station in Magor the I and many of my friends and colleagues would not need to use the motorway.  
I do not support the proposed plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I do not support the proposed plan.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I do not support the proposed plan.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

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I do not support the proposed plan.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

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I do not support the proposed plan.

**Q7. Health Impact Assessment**

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

I do not support the building of any new motorways in the Newport area when the rail network which travels in the same direction is so poor. I would recommend the huge investment planned for this motorway is invested in the railways. If there was a station in Magor the I and many of my friends and colleagues would not need to use the motorway.  
I do not support the proposed plan.

**Q8. Equality Impact Assessment**

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

I do not support the building of any new motorways in the Newport area when the rail network which travels in the same direction is so poor. I would recommend the huge investment planned for this motorway is invested in the railways. If there was a station in Magor the I and many of my friends and colleagues would not need to use the motorway.  
I do not support the proposed plan.

**Q9. Additional comments**

Please provide any additional comments here.

I do not support the building of any new motorways in the Newport area when the rail network which travels in the same direction is so poor. I would recommend the huge investment planned for this motorway is invested in the railways. If there was a station in Magor the I and many of my friends and colleagues would not need to use the motorway.  
I do not support the proposed plan.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I THINK IT IS VITAL THAT AS PART OF ANY PLAN YOU RE-OPEN LOCAL ACCESS TO JUNCTION24. THIS WOULD HELP TERRIBLE CONGESTION CAUSED BY IT'S CLOSURE IN CAERLEON, PWLLMAWR, MALPAS AND OTHER AREAS

Organisation:

Postcode: NP13

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that building extra road capacity is a long-term solution to traffic congestion in the area. We need to get people and freight out of cars and off lorries and onto the railways instead. Upgrading the rail network and increasing capacity should be the priority. I am particularly concerned that expansion of the road network will cause grave environmental damage in a sensitive area and increase noise and pollution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that building extra road capacity is a long-term solution to traffic congestion in the area. We need to get people and freight out of cars and off lorries and onto the railways instead. Upgrading the rail network and increasing capacity should be the priority. I am particularly concerned that expansion of the road network will cause grave environmental damage in a sensitive area and increase noise and pollution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that building extra road capacity is a long-term solution to traffic congestion in the area. We need to get people and freight out of cars and off lorries and onto the railways instead. Upgrading the rail network and increasing capacity should be the priority. I am particularly concerned that expansion of the road network will cause grave environmental damage in a sensitive area and increase noise and pollution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is by far the best idea. This will avoid major environmental damage and will not lend itself to an increase in traffic volumes. It is also the least costly, which is a MAJOR consideration. I favour this option if a road-based solution must be considered (ideally, I would prefer the railways to be upgraded instead).

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The damage to the countryside, the Gwent Levels, and its wildlife will be catastrophic and irreparable, if a new road is built. This will damage the quality of life of everyone in the region. This is too high a price to pay for fractionally shortening journey times. Road building just encourages more traffic, which, in turn, leads to more congestion, more pollution, and yet more roads. This vicious circle must be broken. We must prioritise the environment and get people out of their cars and onto trains and buses. Freight needs to be on the rails too. No more roads, now or ever!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Any new road will have a disastrous impact on local wildlife. The least-worst solution is the "do minimum" option but even that is doing too much. Ideally, do nothing. That will encourage people to reconsider whether using cars and road haulage is worth the hassle. We need fewer cars and lorries, not more roads!

**Q7. Health Impact Assessment**

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

More roads mean more traffic and more pollution through fumes and noise. Increased urbanisation also has a negative affect on mental health. We need more green spaces, more quiet, and less traffic, noise, and fumes.

**Q8. Equality Impact Assessment**

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

I see no impact, though I do feel that encouraging car use at the expense of public transport does seem to favour the rich over the poor, and a lot of poor people are from minority groups.

**Q9. Additional comments**

Please provide any additional comments here.

I am totally opposed to ANY and ALL proposals which involve road building or increased urbanisation. I would like this area to reclaim its rural heritage and focus on sustainable development.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned that the proposed Black route effectively by-passes Newport, serving as a fast route for traffic to reach either Cardiff (and Swansea) or Bristol. This will not help Newport businesses nor any of the residents trying to make the town viable again.

I am further concerned that a new road (another new road?!) through Newport is seen as a sensible answer to traffic congestion. I do not agree with the introductory comments on this website and on the printed promotional material which suggest that the majority of people want a new road. Motorists (I'm one too) need to take responsibility for their driving speed and general impatience. When variable speeds were introduced and used along the stretch of the M4 through Newport there were fewer accidents.

The Welsh Government would better spend tax-payers' money by taking radical action to improve public transport and make it a viable alternative to the car.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I am further concerned that a new road (another new road?!) through Newport is seen as a sensible answer to traffic congestion. I do not agree with the introductory comments on this website and on the printed promotional material which suggest that the majority of people want a new road. Motorists (I'm one too) need to take responsibility for their driving speed and general impatience. When variable speeds were introduced and used along the stretch of the M4 through Newport the number of traffic accidents decreased significantly.

New roads - such as the very recent addition to Newport, the SDR - simply fill with traffic but provide little relief. And of course they won't, as the population and car ownership increases.

The Red route passes through an area of environmental importance and very close to residential housing - this should not be allowed to happen. Please, let's not turn Newport into another Port Talbot, dominated by a busy motorway.

The Welsh Government needs to take radical (and brave) action to improve public transport and make this a more attractive option than the car.

If just a fraction of the money spent on this consultation and (if it goes ahead) build of the new road was spent on public transport schemes, we would be some way to solving the perceived problem of traffic through Newport.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned that the proposed Purple route effectively by-passes Newport, serving as a fast route for traffic to reach either Cardiff (and Swansea) or Bristol. This will not help Newport businesses nor any of the residents trying to make the town viable again.

I am further concerned that a new road (another new road?!) through Newport is seen as a sensible answer to traffic congestion. I do not agree with the introductory comments on this website and on the printed promotional material which suggest that the majority of people want a new road. Motorists (I'm one too) need to take responsibility for their driving speed and general impatience. When variable speeds were introduced and used along the stretch of the M4 through Newport the number of traffic accidents decreased significantly.

New roads - such as the very recent addition to Newport, the SDR - simply fill with traffic but provide little relief. And of course they won't, as the population and car ownership increases.

The Purple route passes through an area of environmental importance and very close to residential housing - this should not be allowed to happen. Please, let's not turn Newport into another Port Talbot, dominated by a busy motorway.

The Welsh Government needs to take radical (and brave) action to improve public transport and make this a more attractive option than the car.

If just a fraction of the money spent on this consultation and (if it goes ahead) build of the new road was spent on public transport schemes, we would be some way to solving the perceived problem of traffic through Newport.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' seems to consist of going ahead with smaller road projects which are already advanced in planning terms. As I understand it, these projects are aimed at either improving existing road provision (eg. junction 28) or are new roads to serve new housing developments (e.g. Glan Lyn on the old Llanwern steel site).

I find the 'do minimum scenario' more acceptable than the proposed Black/Red/Purple routes through the heart of Newport.

These measures, combined with a more pro-active approach to properly provided public transport, should help people living and visiting Newport, and, importantly, allow vehicles to enter the city itself.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It would have been useful to have provided easy access to the non-technical paper as part of this consultation, the full paper is too much for a non-specialist to fully understand.

That said, if sites around Newport have been designated as SSSI, that was presumably done for a reason and should be respected. The Gwent Wetlands Reserve provides some shelter from birds uprooted from Cardiff Bay when the barrage was put in place, this should not be threatened for the sake of yet another high-speed road.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It would have been useful to have provided easy access to the non-technical paper as part of this consultation, the full paper is too much for a non-specialist to fully understand.

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### **Q7. Health Impact Assessment**

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

Most of this report is impenetrable corporate-speak which will mean little to the majority of residents! Plain, simple language would be welcomed.

I agree that public transport reforms and improvements would '...create positive health impacts, encouraging physical activity, a potential reduction in emissions and social connectivity.'

Although there is reference to air pollution concerns in the HIA, I could see no mention of the longer term health impacts of noise (it is hard to escape the sound of the existing M4 at any point in Newport) and the effects of seeing your home town dissected by more busy roads, particularly when it will thunder through, bringing no perceivable benefits to Newport itself.

I would like to see this impact taken into account.

### **Q8. Equality Impact Assessment**

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

No opinion. I understand that this has to be done, but any new road will eventually affect people living in Newport in the same way, regardless of gender, colour, faith, age etc.

### **Q9. Additional comments**

Please provide any additional comments here.

Newport's traffic problems are the result of the ever-rising use of the personal car for all journeys. A new approach to public transport would provide a more sustainable solution.

Newport is on its knees and desperately needs to bring people and businesses in. A new road that has no junctions within the city and merely takes vehicles through the area at a faster rate will not help.

The SDR brought some initial relief but was not well executed. The complex variety of speed limits along short lengths and the dangerous Nash road roundabout has seen a number of accidents. Just a few years since its opening, here we are again, looking to build yet another road through Newport.

In the current economic climate, where is the money coming from? A Welsh 'government' that can purchase a dying airport could surely find some money to invest in better public transport rather than go for the unimaginative option of more tarmac?

As a Newport resident I find these proposals ill-thought through and most unwelcome. I would not wish to see any of the 3 route proposals come to fruition.

Organisation:

Postcode: np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this is long overdue. this city is a nightmare with traffic congestion and it cannot be avoided.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am an environmentalist, but I recognise the need to do something, because the overall impact on the environment is getting worse year on year.

I think the SSSI should recover quickly following the completion of the Black Route. The Black route should have possibly have no access to Newport, just make it a complete bypass. Anyone who wants to go into Newport can use the existing M4. If there are any junctions on the Black route, then these need to be full-sized junctions, not the compressed shoe-horned ones as at High Cross and Malpas, where vehicles struggle to get up to speed before joining the flow of motorway traffic - another cause of accidents.

I see no reason to change the existing M4 except to reintroduce the average 50pmh limit from the Coldra to Tredegar Park. The accident rate has increased significantly since this was removed. People slow down for the tunnels whatever you do and this is the root cause of all the accidents - how about 'do not slow down for tunnels' signs? You also need to have 'get in lane' signs for about a mile before the Caerleon exit westbound and the Coldra exit eastbound, and generally 'no unnecessary lanes changes' instructions when traffic is heavy.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is pointless. Why have a dual-carriageway with all its roundabouts and junctions, when you can have a full 3-lane bypass motorway. A 2 lane dual-carriageway will get snarled up with overtaking lorries too, whereas a 3-lane motorway won't.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similar to question 1 for the black route.

I think the SSSI should recover quickly following the completion of the Black Route. The Black route should have possibly have no access to Newport, just make it a complete bypass. Anyone who wants to go into Newport can use the existing M4. If there are any junctions on the Black route, then these need to be full-sized junctions, not the compressed shoe-horned ones as at High Cross and Malpas, where vehicles struggle to get up to speed before joining the flow of motorway traffic - another cause of accidents.

I see no reason to change the existing M4 except to reintroduce the average 50pmh limit from the Coldra to Tredegar Park. The accident rate has increased significantly since this was removed. People slow down for the tunnels whatever you do and this is the root cause of all the accidents - how about 'do not slow down for tunnels' signs? You also need to have 'get in lane' signs for about a mile before the Caerleon exit westbound and the Coldra exit eastbound, and generally 'no unnecessary lanes changes' instructions when traffic is heavy.

To choose between black and purple routes, the selection criteria should be foremost the environmental impact, then traffic capacity.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There are changes you can make anyway, as already mentioned.

- reintroduce the average 50pmh limit from the Coldra to Tredegar Park. The accident rate has increased significantly since this was removed.
- People slow down for the tunnels whatever you do and this is the root cause of all the accidents - how about 'do not slow down for tunnels' signs?
- You also need to have 'get in lane' signs for about a mile before the Caerleon exit westbound and the Coldra exit eastbound, and generally 'no unnecessary lanes changes' instructions when traffic is heavy.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support any route that eases the pressure on the current M4 corridor around Newport.  
I believe the cheapest route should be adopted in this current economic climate.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the draft plan is the most logical in resolving the Newport M4 gridlock.

The black route is a good compromise

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OK however the Black route has less impact on Newport centre and the surroundings

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OK however the Black route has less impact on Newport centre and the surroundings

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not address the issue long term

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Very thorough and well analysed

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Very thorough and well analysed

**Q7. Health Impact Assessment**

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

Very thorough and well analysed

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Very thorough and well analysed

**Q9. Additional comments**

Please provide any additional comments here.  
This pre project draft plan has been thoroughly researched and alternatives considered .lets do it !

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route seems like it will achieve all the goals around Newport.  
On paper it looks like the perfect solution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing would be a disaster for South Wales as congestion on the current roads is counterproductive for hauliers and commuters alike.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that it will successfully address the congested areas of traffic, which are very heavy during peak times. This is providing of course that extra measures are taken to resolve the number of accidents in the Bryn Glas Tunnel zone.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a regular commuter struggling with the endless queues both East and West bound on the M4 this proposal must go ahead! It will significantly reduce the time it takes me to travel to my workplace in Bristol and likely to reduce the number of accidents on the existing stretch of motorway directly North of Newport.

It will also alleviate regular high volumes of traffic heading to and from Cardiff for rugby international and premiership football games!

I will continue to back the proposal.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This proposal will assist with reducing the volume of traffic using existing M4, but if significant monies will be spent constructing a dual carriageway, 3 lane motorway is more likely to future proof.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same comment as red route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will not address the problem

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

**Q9. Additional comments**

Please provide any additional comments here.  
No further comments

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Long over due, needed 20years ago

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is clearly the preferred route. Drivers from both east and west will be able to continue on a classified motorway. They would be reluctant to leave a motorway to enter a dual or three-lane carriageway. The black route will have the least adverse effect on local housing clusters. All the complementary measures should be implemented to promote a healthier lifestyle and reduce unnecessary use of polluting motor vehicles.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This plan is long overdue. Please go ahead and relieve the congestion in and around Newport and the surrounding area. I do not agree with the option of downgrading the current M4 stretch.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the Black Route because-

It involves the building of a 3 lane motorway-essential.

It avoids where possible interference with SSSI,s.

It avoids as much as possible residential areas.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A 2 lane dual carriageway is inadequate.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too close to residential areas

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Financially inviting but a short term solution-just look at the SDR!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No problems with the SEA.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No problems with HRA.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
no comment

**Q9. Additional comments**

Please provide any additional comments here.  
I would have liked financial implications of each alternative

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Get on with building it as soon as possible. The objectors will be the professionals who object to every advance that betters the lives of us silent majority. Regardless of any proposed route the objectors will object.

The new road will bring relief to countless people whose time is being wasted at present, as well as saving from the pollution caused by stationary and slow moving vehicles.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 relief road is desperately needed by the people of Newport. I believe that the proposal will more than meet the requirements. This is based on my knowledge of the local roads having been a regular commuter to Newport since 1994. To anyone who expresses environmental concerns, I would simply point out that accidents on the m4 currently bring traffic to a standstill and will almost certainly lead to higher pollution. The project should be managed in an environmentally sensitive way and an increased effort to publicise the longer term plans for the existing M4 should be made. This project has my 100% support.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i travel back and forth bristol 5 days a week it takes 30 minutes 2 get there and on the way home can take up to an hour or more i drive a lorry from bristol to newport and cardiff all week the traffic at times can be awful especially if there is an accident we need another route around newport and this also would improve on pollution i no it has 2 go through a wetlands area but with the technology of today there are ways around everything

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully endorse the M4 Relief project as I personally use the M4 everyday and witness the terrible congestion particularly on my home from work. It can also be quite chaotic should there be even a minor bump or collision and I often feel the emergency services are hampered when trying to attend the scene of any accident/incident. My wish for affected residents is that they be made inclusive as much as possible when sourcing the friendliest way to carry out what will be a massive undertaking.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any works that relieve the awful congestion along any part of the M4 has to be welcomed end of story really.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See previous comment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will free up Newport of vehicles trying to take alternative routes to beat the congested traffic on the M4. These vehicles on put the City into gridlock.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I think every effort must be made to lessen any harmful impact on the surrounding enviroment but it mustn't put off the project. I'm sure there are the experts who will offer their advice on all the issue's that could be impacted by this project.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See previous comment.

**Q7. Health Impact Assessment**

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

I'm sure that all the assessments from Health right up to the overall risks of undertaking such a hue project will have been carefully scrutinised by the experts in the individual fields and I have no doubt about the amount of processes that have been carefully planned by the project managers.

**Q8. Equality Impact Assessment**

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

See previous comment.

Organisation:

Postcode: Np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route I feel is the best option. Traffic needs to be routed away from newport and the proposed route seems to be the best.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has to be the logical solution to the problem

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have been an irregular user (probably 8 times per year) of the M4 in and around Newport for decades. However I am always aware of the many occasions on which this section of the M4 is referred to during daily Motorway reports: the incidence of accidents and hold-ups must put it in the Top 10. I therefore buy into the concept of finding a solution to this troublesome stretch of road! I also concur with the notion of routing the relief road (which presumably will become the primary M4) south of the Newport City Centre. My concerns would be confined to the impact this would have on wildlife sensitive areas such as the Wetlands and the serenity of St Brides. I live about 1 mile away from the M40 in Oxfordshire and despite sound-deadening measures made to the road surface there is a constant traffic drone.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Dear Sirs

I am obliged to point out that

1) this proposal takes no account of modal shift following the forthcoming electrification of the South Wales Main Line. This is estimated to remove up to 40% of car traffic between Bristol and Cardiff.

2) the proposed crossing of Newport Docks will have a major adverse impact on the traffic of the port by barring access for shipping to North Dock. Shipping will also be barred from accessing Birdport and the dry dock on the east bank of the River Usk so effectively resulting in the closure of these businesses.

3) the High Court Judge in the recent case regarding the High Speed 2 railway ruled that compensation should be offered to all properties within one mile either side of the proposed route. This principle is likely to be applied in compensation claims resulting from this proposal; no account has been taken of the resulting liabilities in costing the M4 corridor proposal.

4) an additional road will do nothing to relieve the current traffic congestion but will tend instead to generate additional motor traffic. This has been demonstrated repeatedly over past decades.

5) the existing Southern Distributor Road is frequently quiet while Cardiff Road in Newport is solid with cars taking the former route over George Street Bridge. If motorists are educated to use the SDR this congestion will disappear.

6) in general and in common with any proposal involving new roads no consideration has been given to the propriety of spending public money on facilities for the private motorist with no extra charge being made.

Yours faithfully

(Editor's note: personal details removed)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route will entail mass demolitions within Newport and I am surprised such a route was ever considered.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the Red Route the Purple Route will entail mass demolitions of residential property and should never have been suggested.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No action is required as the 40% modal shift to the railway following electrification and the education of motorists to use the existing SDR will eliminate the current perceived problems. The ONS should also be encouraged to persuade their staff not to travel to work each in their individual private car as their outmuster is responsible for a large part of the congestion between 1630-1800 daily.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Providing alternative routes for Lorries and other chosen vehicles would help alleviate some of the volume of traffic around the M4 corridor, however unless it is enforced as mandatory, drivers of these vehicles may decide the M4 is their chosen route so the existing problems still remain. Relieving the traffic around the B4245 road is a local concern. A lot of HGV vehicles travel through from Caldicot to Magor which is putting a lot of pressure on minor road networks which were never designed to take the volume of traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To alleviate the traffic around the B4542 is required so any solution to reduce the volume of traffic between Caldicot and Magor will be a positive move.

The red route proposal still doesn't solve the issues of the M4 corridor. If a dual carriageway was implemented, commuters would still choose to use the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A second motorway along this stretch of the M4 corridor is the only solution to alleviate the sheer volume of traffic. When the M4 was built, it was not taken into consideration how many people would be commuting long distances to & from work. A second motorway is a fantastic idea and is long overdue.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The new measures around these areas have helped the road situation. The new road through Llanwern has taken some pressure off the motorway but the traffic through the B4245 still needs to be used for access to this road. This road is helpful if you need to go into Newport but any other journey will still require the motorway. The central reservation barriers have provided safety on the motorway. Improvements to our road systems still need to be maintained due to the volume of traffic on our roads today.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Environmentally, this will have a positive impact on the villages between Caldicot and Magor. There will be less vehicles through the villages which will mean less emissions. When cars are at a standstill in villages, particularly in Magor, this must be causing an environmental issue. The volume of Traffic queuing on the M4 at a standstill must be producing major emissions into the atmosphere. Another motorway would relieve the pressure and keep traffic flowing and emissions would be reduced.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The section where the proposed motorway will be is cutting through a wildlife area, however the wildlife will naturally migrate and find a new home. There will be more emissions along that area which could impact the wildlife, however from a purely selfish point of view, my commute to and from work is more of an importance to me. If my journey is made shorter, I will be using less fuel in my car which will cut emissions going into the air.

There are 2 sides to the wildlife migration issue. If you reduce the volume of traffic on the old M4, the emissions/pollution will be reduced, therefore this will encourage new wildlife to breed along the old M4 area. Not all wildlife will migrate if a new road is out in. Water pollution is an issue, however provisions must be put in place to reduce the risks.

### **Q7. Health Impact Assessment**

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

There will be positive and negative points to peoples health and welling. There will be less emissions through the villages which could have a positive impact on people as they are not breathing in so many car fumes etc. Alleviating traffic will have a positive impact on children going to school as there is less risk with less traffic, particularly with the lorries travelling at speed along the roads. Noise pollution will be reduced. Less traffic will mean less wear & tear on the roads which in turn will lead to less road maintenance.

Negatives will be disrupting the local wildlife, the site traffic over the period of the build, disruption to commuters while the work is carried out. Long term there will not be many negative points to building a new road.

### **Q8. Equality Impact Assessment**

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

If traffic is reduced through Magor and Caldicot with access to a link road to the M4, this may help with the public transport issue as they will be able to reduce their route times and public transport will be able to operate more efficiently (buses in particular). If an access link road is put to Severn Tunnel junction, this will reduce the traffic through Rogiet and provide easier access to the station. If more transport options were available, buses were on time, travelling on public transport would be more appealing. If the M4 issue was sorted out, more people would be inclined to travel the motorway to commute to work. We purposely avoid travelling the M4 on bank holidays and unnecessary journeys due to the high volumes of traffic. It takes longer to get anywhere and costs too much in extra fuel queuing in traffic. Buses and trains can be unreliable and cost too much.

Organisation:

Postcode: np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the Black route is the most suitable. it seems to be the route that will cause the least disruption. A new route around newport is urgently needed to keep the traffic moving through newport whenever there is an accident on the M4

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improved transport route around Newport is long overdue. It has been talked and consulted about for years with nothing being done. Every other day there is some sort of accident on existing route which is stretched far beyond its capabilities, sadly many of the accidents leading to serious injuries and fatalities. Emergency Services already stretched themselves having to resolve ensuing chaos. The rest of Newport seems to immediately grind to a halt, moderately used routes become grid locked with further accidents.

The proposed black route, a 21st century standard 3 lane motorway would hopefully reduce accidents, injuries, fatalities and ensuing strain on emergency services / other routes through Newport.

The black route is more direct with fewer bends. It doesn't intertwine too much with existing routes so its construction would have minimum effect on already overstretched network. Additional cycle / walking routes on the edge of SSI would enhance this area and give better access to these areas, hopefully attracting a wider audience.

Imagine travelling through Newport on a safe motorway with pleasant scenery of the SSI and coast line, much more appealing than running the gauntlet and being faced with one of the most dangerous routes in the UK.

Newport is the gateway to Wales, an impressive safe route is the first impression we need to give to visitors.

The other proposals are compromises of whats needed, we need a solution.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I speak on behalf of my family and our preferred choice would be the "Black" route.

The sooner you start and complete the project the better this will be for everyone in South Wales and England.

Kind Regards,

(Editor's note: personal details removed) – BSc (Hons).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I speak on behalf of my family and our preferred choice would be the "Black" route.

The sooner you start and complete the project the better this will be for everyone in South Wales and England.

Kind Regards,

(Editor's note: personal details removed) – BSc (Hons).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I speak on behalf of my family and our preferred choice would be the "Black" route.

The sooner you start and complete the project the better this will be for everyone in South Wales and England.

Kind Regards,

(Editor's note: personal details removed) – BSc (Hons).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comments

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

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

No comments

**Q9. Additional comments**

Please provide any additional comments here.

None to add - Please just get on with it.

Kind Regards,

(Editor's note: personal details removed) – BSc (Hons).

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
release pressure on St Julians Hill/Brynglas Tunnels

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route looks to be the most environmentally friendly alternative. The route is the Southery and therefore emmisions etc for the residents of Newport are reduced.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route runs over the waste disposal area. It is also closer to residential and recreational areas and indeed the Transporter Bridge. I cannot see this has any advantages over the Black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route runs over the waste disposal area. It is also closer to residential and recreational areas and indeed the Transporter Bridge. I cannot see this has any advantages over the Black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Why is not the concept of price charging for using the motorway at peak times being considered???

Scrap the tolls on the Severn Bridge (which are a far larger hindrance to the economy of South Wales) and raise alternative revenue this way?

If extra capacity is required why not build a barrage across the Severn from Penarth when a road/rail crossing could be incorporated. Has a study into how much traffic coming over the Severn Bridge which had previous travelled up the M5 and of traffic coming west along the M4 could be diverted across a road across the barrage?

Building roads will only bring more traffic and subsequent congestion. This is not the correct or longer term thinking which future generations will have to deal with.

Use the existing infrastructure more.

Driving along the m4 outside peak times there are generally no problems. We need to make better use of the existing infrastructure and that means financial persuasion

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Gwent levels are under resourced and provide lower level standard of land. If a new road is built then build it as far away as possible from the population.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

New infrastructure will always involve the destruction or have a negative effect on Habitats. The do nothing (except price charging??) wins here every time

**Q7. Health Impact Assessment**

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

The Black route has the greatest distance from the population. This should be the one adopted.

**Q8. Equality Impact Assessment**

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

More should be done with the existing infrastructure (price charging for use a peak times)

**Q9. Additional comments**

Please provide any additional comments here.

Building more roads will lead to more traffic, more emmissions and ultimately more conjection. It's the wrong way to go. Build a barriage and put the road on top of it. If this is free and the existing bridges are made free with conjection charging around the M4 at Newport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Believe it will alleviate issues with the traffic flow due to there being only 2 lanes through the existing tunnel section. The current mixed use of the M4 as a through route and for local access is not sustainable. Through traffic will see a new motorway as the main route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Traffic will still consider the M4 to be the primary route and possibly ignore the new route. This also does not give the benefit of using the existing M4 as a local access route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Comparable to the black route but appears to have more impact on current and future developments and housing

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Current situation is not sustainable. Existing measures i.e managed motorway have had no effect, and the situation can only grow worse.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I entirely support this proposal. It must be achieved in the shortest time scale possible.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Totally unacceptable and lacks any strategic value.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Such assessments are ridiculous

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the new M 4 black route.

I do not support the bridge costs funding this. The reason is I exit the M 4 at junction 24 and never travel on further and I will not be using this new bit of road. My friends in Bristol are put off from spending money in Wales by the bridge charges, and do not come shopping in Wales because of this. Get rid of the toll to get to Wales and you improve visitor numbers for shopping and tourism to Wales. All my visitors are horrified at the cost of the bridge. I pay it every day to commute to Bristol and as I work for the NHS my pay has been frozen for 4 years and my costs for petrol and bridge have soared. I cannot get a job in the NHS in Wales as they are all internal candidates only, so I cannot get a job nearer to my home in Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not provide enough capacity and is laughable. Think more than 2 years ahead. See the future, it is more cars.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not my supported option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I spend hours and hours each week commuting between Newport and Bristol as I work in the NHS I cannot get a job closer to home as they are all internal candidates only positions. I do not want to waste any more time in traffic, I would prefer to spend it with my family helping them to grow into healthy citizens of the future. To do nothing would be utter madness.

**Q8. Equality Impact Assessment**

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

The impact of doing nothing has huge health impact, on the current commuters who are forced to sit in their cars for hours on end, and cannot exercise or develop their families to be healthy happy citizens.

**Q9. Additional comments**

Please provide any additional comments here.

I support the black route option, but would like the existing m4 to remain a motorway too. Think further than 2 years ahead, we need BOTH!

I seek understanding from those planning on the effect of forcing all traffic from caerleon junction through Newport town centre, this adds considerably to a journey to Cardiff from Caerleon, and is a complete nonsense in terms of traffic, as it makes the area of Newport around Wickes and Esso a busy and polluted place to live.

I do not support keeping a bridge fee in place to fund the new M4 I pay 500 a month in tax, as well as 1600 a year in tolls on the bridge. Please use my tax and share the load more evenly across tax payers, do not penalise those who use the bridge further. as I will never travel on the new route as I live in Newport I will always stop there and make a new journey on from there.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the Black route is the best option as all the others only partially address the problems of the increasing congestion around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is only a half way house and temporary measure.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route is but a sticking plaster to a major problem.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 is the main arterial route into and out of Wales. The Newport section has been an issue for years. The Black route will fix it once and for all. To do the minimum will be disastrous to Wales as the M4 will grind to a halt.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

You cant make an omelet without braking a few eggs.!

**Q7. Health Impact Assessment**

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

The Black route is best for all. As vehicle will pass quickly.

**Q9. Additional comments**

Please provide any additional comments here.

Man who never makes mistakes does nothing.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black route will cause too much environmental noise and CO2 pollution to the wetlands area and residential areas across Newport. Your assessment that noise and pollution will improve away from the M4 corridor is flawed as they are moved to the new M4 corridor which is now in more (environmentally) important areas. The problems on M4 corridor area are only rush hour issues and could be resolved by complementary measures during those periods. This could be the upgrade of the steelwork roads around Newport.

The huge costs involved in this proposal are not worth the investment proposed.

I do not support this proposal. It will not address the problems for M4 only divert the issues into the area of national importance.

Complementary measure to introduce a extra junction on M48 is supported.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red route will cause too much environmental noise and CO2 pollution to the wetlands area and residential areas across Newport. Your assessment that noise and pollution will improve away from the M4 corridor is flawed as they are moved to the new M4 corridor which is now in more (environmentally) important areas. The problems on M4 corridor area are only rush hour issues and could be resolved by complementary measures during those periods. This could be the upgrade of the steelwork roads around Newport.

The huge costs involved in this proposal are not worth the investment proposed.

I do not support this proposal. It will not address the problems for M4 only divert the issues into the area of national importance but is better than Black and Purple but not minimum scenario.

Complementary measure to introduce a extra junction on M48 is supported.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

will cause too much environmental noise and CO2 pollution to the wetlands area and residential areas across Newport. Your assessment that noise and pollution will improve away from the M4 corridor is flawed as they are moved to the new M4 corridor which is now in more (environmentally) important areas. The problems on M4 corridor area are only rush hour issues and could be resolved by complementary measures during those periods. This could be the upgrade of the steelwork roads around Newport.

The huge costs involved in this proposal are not worth the investment proposed.

I do not support this proposal. It will not address the problems for M4 only divert the issues into the area of national importance.

Complementary measure to introduce a extra junction on M48 is supported.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the best solution with the complementary solutions. Better management of the existing system is required.

**Q9. Additional comments**

Please provide any additional comments here.

Add Magor to the metro system with electrification of the rail network and upgrade the existing steelworks roads around Newport will resolve the problems around the M4 corridor at a cheaper price!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is the only proposal that will alleviate the current problems successfully.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route would not fully relieve the present problems and would cost just as much and cause just as much if not more disruption during construction.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is not such a good route as the Black route, being more tortuous for traffic and probably more costly to construct.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a waste of time and will never cure the problem and will only delay the inevitable!, and eventually cost more.

Organisation:

Postcode: CF71

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I use the Motorway about once a month to travel to Newport and beyond. The current holdups and traffic volume mitigate against businesses relocating to Wales, and the promotion of tourism. The main pinch point would appear to be the tunnels, and all traffic from the East and Midlands requiring access to Newport, Cardiff and most points West of there have to use the M4 around Newport. The alternative is the Heads of the Valleys road from the Midlands, and either the A470 to Cardiff or using the full length for Swansea and beyond. There is no alternative route for traffic from London and the south. south west.

The introduction of variable speed control obviously assists traffic flow, but still there are queues of traffic at peak times, not just during rush hours. The variable speed does reduce the speed of the traffic before any queue and thus reduces the potential for accidents.

I would advocate the black route, which gives the maximum throughput of traffic with minimum (apparently) impact on the environment or the activities of Newport Council. While taking some years to process, the longer term positive impact on the Welsh economy would be significant.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having lived in and around Newport for 55 years and indeed, for 16 of them right above the Brynglas Tunnels, I have seen many M4 accidents and traffic jams that have disrupted the whole town for hours and in some cases days.

These proposals have been in discussion stage for many years and in my opinion should have been carried out already.

I support the preferred black route and the resulting proposals for the existing routes. They will reduce congestion, give alternative routes for pedestrians, cyclists and learner drivers and reduce journey times across SE Wales.

Speed control measures in the new route will help traffic flow during rush hours.

The existing route would be used in the event of a major hold-up on the new route.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

I don't have specific comments on any of the alternative routes, however any additional motorway / dual carriageway can only help with traffic flow and congestion.

All of the proposals will only work if the existing M4 remains (or renamed as per the M48) to allow access to all the current junctions on the motorway

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My preferred route. Will relieve the pressure on the intervening junctions and Brynglas tunnel.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is by far the best option, it will address the problems with congestion on the current m4 and will provide a massive boost for transport and therefore business further west of Cardiff by cutting journey times.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is the best option.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is the best option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route should be built as soon as possible.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The black route only skirts the edges of the SSSIs, therefore there will be a minimal impact to wildlife.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

**Q9. Additional comments**

Please provide any additional comments here.

Build the new motorway along the black route along with the complimentary measures as soon as possible to give the economy of south wales a massive boost.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route will make a huge improvement to the South Wales Area. It will separate local traffic which often uses the motorway through Newport from the main east west traffic flow. This route has the minimum impact on the residents of Newport and is therefore the best option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is more intrusive and would have more impact on the residential areas of Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is more intrusive and is a poorer option compared with the Black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Most of the measures referred to are already in place. That leaves us with a route which at best has insufficient capacity and at worst is a major bottle neck holding back development in the South Wales area

**Q9. Additional comments**

Please provide any additional comments here.

No doubt any large scale development like this will have an impact on the environment but nevertheless, we need the government to see the bigger picture and press on with it. We have had too many delays so far and even an early decision will still leave us in a poor position for many years until the new road is open.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is the preferred solution. A two lane dual carriageway merely delays the solution and will cause future problems.

The existing M4 should not be downgraded to a trunk road but renamed as an extension of the M48. This will actually save money and future-proof the solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is a compromise which will not save money in the long run as it is not a long term solution. Eventually it will need to be upgraded like the Heads Of the Valleys with additional expenditure and disruption.

The idea of cycling as an alternative to car journeys is simply Political Correctness. Most people out of their youth do not wish to undertake hazardous cycle journeys through adverse weather and poor visibility. Such a proposal will increase the number of people killed on the roads.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is preferable to the Red Route scheme but impinges too much on the city of Newport. It will pass close to housing and require special conditions to pass over the River Usk at the designated point. It also impacts of Waste Saving strategies.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario will hasten the decline of Newport and impact adversely on the entire economy of South Wales.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The impact can be lessened by siting the route through areas already developed and building new reens where required. The end of uncertainty will enable long-term management strategies to be finalised.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

no comment.

**Q7. Health Impact Assessment**

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

The increase in car emissions can be over estimated. Cars stuck in tailbacks are often left running and thus contribute even though they are not moving. Continuous improvements in vehicle emission technology should also be factored in.

**Q8. Equality Impact Assessment**

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

The proposals will improve the quality of life as it will enable the economy of the area to gradually improve improving the living standards of all local inhabitants. It also make working away from the Newport area easier. As unemployment is the major factor adversely affecting the quality of life the proposal should be welcomed.

**Q9. Additional comments**

Please provide any additional comments here.

Further delay will only accelerate the downward spiral of Newport and its hinterland.

Do not delay.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very happy to support the black route proposal

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No entirely

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not entirely, prefer black

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum not acceptable

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Fine

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel/hill to provide the required amount of lanes.

If the above is not done the "Do minimum scenario" would then be my preferred option.

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in an age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel\hill to provide the required amount of lanes.

If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel\hill to provide the required amount of lanes.

If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

### **Q7. Health Impact Assessment**

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

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel\hill to provide the required amount of lanes.

If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

### **Q8. Equality Impact Assessment**

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

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel\hill to provide the required amount of lanes.

If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

### **Q9. Additional comments**

Please provide any additional comments here.

I do NOT support or want any new route to the M4 around Newport. I accept improvements are required to the existing M4 and that is exactly what should be done i.e the existing route improved by a full widening of the existing motorway and removal of bottlenecks like the Malpas tunnel via compulsory purchase and excavation of the tunnel\hill to provide the required amount of lanes.

If the existing route is not improved then I only support the "Do minimum scenario"

I find the idea of any alternative route that uses the levels and new bridges completely unacceptable and a hideous suggestion in in age of rising water levels and ecological sensitivity, not to mention a reality that sees less motor vehicle travel.

AS ADDITIONAL COMMENT. Wales is trying to be different and brave so stop following the norm and be brave enough to say there HAS to come a point when we stop planning for increased traffic and just improve the existing route.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please do not waste vast sums of public money on this project. It's economic benefits are questionable, it's main purpose seems to be to convey vehicles to and from Cardiff as quickly as possible. The Welsh economy is not just about Cardiff. The road, as presently composed, is effectively a bypass of Newport even though it cuts swathes of land across the City and the Levels. It's value to Newport is limited, it may ease the sporadic M4 congestion but there are a number of new roads including a road from J23A to Spytty offering this. It is not bringing business in merely sending it away.

Public money would be better spent relieving the overall burden on the South Wales economy of the Severn Bridge tolls and by developing the commuter rail infrastructure around Newport. In addition, much more needs to be done to enhance the economy of the south east of Wales to put us on even footing with our English neighbours, developing an enterprise zone for the Newport and Monmouthshire area and making Newport a more attractive city to do business and live in.

Organisation:

Postcode: np44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute every day from Cwmbran to Bristol, using the A4042 to the M4 and returning via junction 26A. The need for a new motorway is obvious and in my opinion urgent. I have read the proposals and if the professionals looking at this have decided that the black route is the preferred route then this is the route I would support, For the black route I would want the following:-

- \* To be finished before 2035, 22 years to build a motorway seems staggeringly long. In 22 years time it wouldn't be fit for purpose.
- \* To be on budget, no white elephants please, if we can do the Olympics under budget we should be able to manage this, not throw money at it like other previous overpriced projects HS2, Channel Tunnel link etc.
- \* That the black route would not be a toll road, you seriously cannot expect to pay at the bridge and 10 minutes later pay again
- \* That the black route would not in any way be in danger of flooding from its proposed geographical location
- \* That existing access to the A4042 to Cwmbran/ Pontypool is not restricted by changes to the current M4 with classification changes in becoming a trunk road

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would not choose any alternative route, if many highly paid professionals have studied all the information, evidence and costs involved and the black route is the favoured option then that's what should be done.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would not choose any alternative route, if many highly paid professionals have studied all the information, evidence and costs involved and the black route is the favoured option then that's what should be done.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Something simply has to be done. People are actually dying on the existing road due to its unsuitability to carry so much traffic.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Environmental interference should be kept to a minimum but understandably its not avoidable altogether, progress is needed and hopefully the professionals who have planned the black route have taken all of this into consideration.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again as per previous answer. I would like to think this has been minimised but a proper motorway is needed

**Q7. Health Impact Assessment**

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

A new road should improve the local area around the current M4 and also for the drivers safety using a new modern motorway

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comment to add

**Q9. Additional comments**

Please provide any additional comments here.

As per my opening page 2035 is too long to wait. Get going!!!

Organisation:

Postcode: CR6

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The construction of a new motorway is clearly the preferred option for the travelling public. The current scenario has proved to be one of the most frustrating and dangerous motorway journeys that I have encountered in the UK.

To enable a choice to be made by the driving public where we could travel either on a new section of motorway or the existing route which would be de-classified, would be significant in its benefits. This is clearly the only option which will achieve the goals required.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route would in my opinion, not solve the problems long term. This solution would only address the problems short term as this does not appear to be a long term strategy that could satisfy the objectives fully. I am sure that this option would have to be re-addressed in the not too distant future>

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route would have many advantages as does the black route, but with the requirement for a new crossing over the River Usk, and also the likely environmental impact near the residential area, Duffryn; there appears to be many disadvantages over the proposed black route.

However, as a regular driver along the M4, this could be a better scenario than the red route, but not as good as the proposed black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I really can not envisage this scenario having much impact for the better over the long term. This is clearly not an option that the driving public would want to see.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is the preferred option, although without further detail such as the location of junctions it is hard to categorically recommend it. It would be worth investigating whether it can be directly connected at the east end to the Severn Bridge toll booths to prevent the northwest then southwest swooping around Magor.

As regards the complimentary measures: Reclassifying the existing M4 as an all-purpose road would be a mistake as it would mean the motorway-standard resilience that the new motorway is supposed to provide would be lost. The addition of at-grade junctions with traffic lights, new roundabouts and other traffic-calming measures would make the road unsuitable as a diversionary route for motorway traffic. Journey times and congestion would also increase for communities that currently have good motorway access. Additionally the intangible effect of surrounding communities being farther from the motorway may disadvantage them in terms of being more remote for investment, tourism and other purposes. It would make logical sense to retain the special road classification of the existing road and extend the M48 number from the existing M4 J23 to J29. Additionally, the existing A48(M) could also be incorporated making the route continuous from Olveston to St Mellons.

Removing an existing motorway and providing "walking-friendly infrastructure" will not effect modal shift. What the Newport area needs is a network of local railway stations as there is ample scope to use existing freight-only lines and relief mainline tracks, for example the Machen and Uskmouth lines.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The alignment of the Red Route runs too close to the existing residential areas of Duffryn. Additionally the presence of a large viaduct will negatively affect the setting of the Grade I-listed Transporter Bridge. Without knowledge of the proposed local access it is difficult to state whether the alignment would also prejudice the development of the Duffryn Link road to the SDR which is a long-held desire of the city council.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The alignment of the Purple Route runs too close to the existing residential areas of Duffryn. Additionally the presence of a large viaduct will negatively affect the setting of the Grade I-listed Transporter Bridge. Reclassifying the existing M4 as an all-purpose road would be a mistake as it would mean the motorway-standard resilience that the new motorway is supposed to provide would be lost. The addition of at-grade junctions with traffic lights, new roundabouts and other traffic-calming measures would make the road unsuitable as a diversionary route for motorway traffic. Journey times and congestion would also increase for communities that currently have good motorway access. Additionally the intangible effect of surrounding communities being farther from the motorway may disadvantage them in terms of being more remote for investment, tourism and other purposes. It would make logical sense to retain the special road classification of the existing road and extend the M48 number from the existing M4 J23 to J29. Additionally, the existing A48(M) could also be incorporated making the route continuous from Olveston to St Mellons.

Removing an existing motorway and providing "walking-friendly infrastructure" will not effect modal shift. What the Newport area needs is a network of local railway stations as there is ample scope to use existing freight-only lines and relief mainline tracks, for example the Machen and Uskmouth lines.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The "Do-Minimum Scenario" may be sufficient in terms of new road infrastructure if large-scale investment was made into rail transport. Based on the current SEWTA aspirations, new stations should be provided at Bassaleg (Machen line), St Julians & Caerleon (North & West route), Coedkernew & Llanwern (Main line), Liswerry & Spytty Road (Uskmouth line), Maesglas & Pye Corner (Western Valley line). Services should be run across the city, for example from the Machen line through to the Uskmouth line, complementing the existing through routes that already exist.

Organisation:

Postcode: Np10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having read the consultation documents for the possible alternatives to relieve M4 congestion I believe that the preferred option is the 'Black Route'.

This route would seem to provide a reasonable solution to the traffic problems that currently face M4 users whilst imposing the minimum disruption to the population and the environment.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

Please do not build another road across the Gwent Levels.

The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and drainage ditch systems in Britain. It is the largest area of its kind in Wales.

There are Five Sites of Special Scientific Interest across the Gwent Levels because of the globally important invertebrates, plant species, otters, water voles and breeding birds that can be found there.

The Gwent Levels is a Landscape of Outstanding Historic Interest and classified as Outstanding in terms of history, culture and habitat by LANDMAP. It is vital to Newport and the rest of Wales and must be protected. A road is a road anywhere in the world. Only Gwent has the Gwent Levels.

A motorway would cause huge damage to biodiversity, agriculture, recreation and local tourism, opening the doors for more development proposals in this special protected area.

The recent State of Nature Report stated that up to 60% of species are declining, so our biodiversity cannot afford further losses.

The M4 relief road is not justified. Traffic levels on the M4 around Newport have fallen below their peak in 2004. There are cheaper and less damaging options including integrated traffic management, investment in sustainable transport as well as improvements to junctions and existing alternative routes.

Please consider, instead, an upgrade to the A48 Newport Southern distributor road with the Llanwern Steelworks Road to create a dual carriageway route, avoiding large scale damage to the Gwent Levels.

Thank you,

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
I object.

Please do not build another road across the Gwent Levels.

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Please consider, instead, an upgrade to the A48 Newport Southern distributor road with the Llanwern Steelworks Road to create a dual carriageway route, avoiding large scale damage to the Gwent Levels.

Thank you,

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

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Please consider, instead, an upgrade to the A48 Newport Southern distributor road with the Llanwern Steelworks Road to create a dual carriageway route, avoiding large scale damage to the Gwent Levels.

Thank you,

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am in favour of doing the minimum.

Thank you,

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Please do not build another road across the Gwent Levels.

The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and drainage ditch systems in Britain. It is the largest area of its kind in Wales.

There are Five Sites of Special Scientific Interest across the Gwent Levels because of the globally important invertebrates, plant species, otters, water voles and breeding birds that can be found there.

The Gwent Levels is a Landscape of Outstanding Historic Interest and classified as Outstanding in terms of history, culture and habitat by LANDMAP. It is vital to Newport and the rest of Wales and must be protected. A road is a road anywhere in the world. Only Gwent has the Gwent Levels.

A motorway would cause huge damage to biodiversity, agriculture, recreation and local tourism, opening the doors for more development proposals in this special protected area.

The recent State of Nature Report stated that up to 60% of species are declining, so our biodiversity cannot afford further losses.

The M4 relief road is not justified. Traffic levels on the M4 around Newport have fallen below their peak in 2004. There are cheaper and less damaging options including integrated traffic management, investment in sustainable transport as well as improvements to junctions and existing alternative routes.

Please consider, instead, an upgrade to the A48 Newport Southern distributor road with the Llanwern Steelworks Road to create a dual carriageway route, avoiding large scale damage to the Gwent Levels.

Thank you,

### **Q6. Habitats Regulations Assessment**

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**Q9. Additional comments**

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Thank you,

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think a new motorway is vital to address the traffic chaos around Newport. The Black Route looks suitable but then I don't live near the proposed route and will not be impacted on a day-to-day basis. However, I do disagree with re-classifying the current M4 motorway, between Magor and Castleton, as a trunk road. We need an additional motorway, not a replacement.

I used to work in Cardiff and was impacted by the decision years ago to cut Caerleon off from the motorway when travelling West towards Cardiff and the proposal to re-classify the existing route will once again penalise those of us that live to the north of the city. Every day traffic is queing on Malpas Road trying to access the motorway towards Cardiff. A new motorway to the south would greatly alieviate a lot of the traffic problems but turning the old one into a trunk road seems to me to defeat the object of spending all that money as it will basically only benefit through traffic. The city residents will be left with a trunk road!!

Not impressed!

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will not achieve the goals of the M4 Corridor around Newport because these goals themselves do not address the real problem which is poor facilities for any mode of transport other than cars. Claims are made for some undefined economic benefit without any evidence. Forecasts of future traffic growth are implausible. For instance a graph in the Consultation document predicts a linear growth of traffic up to 2030 when all the current evidence shows that traffic growth has flatlined since 2001. Real wages have been falling for many years now making it unlikely that there will be any significant traffic increase in the future. The price of all road fuels will certainly increase in the future and it is already evident that the affordability of car driving is decreasing particularly among young job seekers who will as a consequence find it difficult to get to a job, supposing they can find one. New roads by-passing Newport will benefit Cardiff, Bristol and the Midlands but not Newport.

What we know of climate change should tell us that we should not be doing anything to encourage more travel, either of people or goods but rather focus on local enterprises creating local jobs. The adverse incidents on the current M4 are greatly exaggerated, amounting to no more than a minor inconvenience and nothing compared to the inconvenience suffered by users of public transport. There is no automatic right to travel at a particular speed and it needs to be borne in mind that the faster vehicles move the more carbon dioxide they generate. Claims for any environmental benefit from this route are tendentious in the extreme, but one certain outcome if this road is built is permanent and irreparable harm to the Gwent Levels and its biodiversity.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Granted that none of the alternative routes is relevant to real transport problems in Newport the "do minimum" scenario is the least worst.

If the WAG is prepared to borrow upwards of £1 million for a new road it should think of other ways of spending that money which have a better chance of providing local jobs and reducing dependency on cars. Energy conservation and renewable energy are obvious examples of the sort of local job creation that should be considered

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The argument that by diverting traffic away from the existing M4 pollution levels there will be reduced is unsound. It is not known yet how the money that has to be borrowed to pay for the new road will be repaid but it is quite likely that some kind of tolling will be introduced. If that does turn out to be the case then the proportion of existing traffic that will be diverted to the new road will be greatly reduced. On the other hand the congestion and associated pollution that occur on the existing M4 are a problem for relatively short periods and building a new road is an extravagant way of dealing with a problem which will probably get less with time (for reasons already stated).

The role of traffic management should not be ignored. The safe capacity of roads is optimised at speeds much lower than the current M-way limit and the police have already stated that accidents either side of the Brynglas tunnel have been reduced following the introduction of variable speed limits. A speed limit of 40mph (enforced with cameras) for several miles either side of the tunnel would actually allow for a greater volume of traffic to flow more safely. Measures that would increase the average speed of vehicles would increase the total emissions of carbon dioxide and would fly in the face of the 2008 Climate Change Act which commits governments to annual reductions of carbon dioxide.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I am not competent to comment on this subject

### **Q7. Health Impact Assessment**

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

Claims for health benefits from building a new road are untenable. Roads, to the extent that they allow greater volumes of traffic at greater speed, are bad for health and although it may be the case that noxious exhaust emissions from vehicles whilst on the new and old roads will be reduced it should be recognised that most of the cars will end up in towns and cities where these emissions are a more significant hazard.

A more reliable route to improving health would be to encourage cycling and walking and make it safe to do so. Public transport can also help since users of buses and trains will usually have to do some walking also.

### **Q8. Equality Impact Assessment**

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

The problem here is that a way of life has been built around mass car ownership which is not sustainable because of transport's contribution to global warming and the phenomenon of "peak oil" which is going to make owning and running a car increasingly expensive.

Being without a car isolates people socially, particularly those in rural areas where public transport is inadequate or non-existing. A particular problem is not being able to access medical facilities when needed since GPs' surgeries and hospitals can often only be reached by car. The phenomenon of "car poverty", not being able to afford to run a car, is now well attested. Equality of transport would mean either that those who cannot afford to run a car are given financial assistance to do so or that public transport is greatly improved. More equality of transport depends on many more people being prepared to use buses and trains

### **Q9. Additional comments**

Please provide any additional comments here.

There is no evidence that building this new road will alone provide any significant number of new jobs though it might make it easier for those who can continue to run a car to get to their workplace. This alone cannot justify the cost.

Road transport is an important contributor to global warming and to build new roads now would be to ignore the long-term environmental costs as well as the increasing cost of fuel.

There is good evidence that in any case car ownership has peaked (because of the cost). What South Wales needs is better, affordable public transport; better and safer facilities for walking and cycling and a great deal of investment in local jobs which would reduce the need for travelling

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the stated Black Route is the only viable and sustainable option to address the current and foreseeable issues relating to lack of capacity on this stretch of the motorway. It is also important to appreciate that when a serious accident occurs on the Motorway around Newport there is no alternative route which comes even close to handling the overspill from the M4 with the City of Newport grinding to a complete halt.

There are numerous horror stories where people have taken over 5 hours to travel what usually takes 15 minutes to cross the City during major incidents with the Motorway.

For people living in the Caerleon / St Julians area it would be huge benefit to be able head due West on a major route without having to travel into the Newport Crindu are first, this is a headache and also adds to congestion on Malpas Road heading toward the existing M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a short term solution and is just creating another bottle neck for the future.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is another short term solution and will not address the longer term issues with a dual carriageway solution. Whilst I appreciate the environmental issues lets do this only once whereas these alternative methods will require further work to meet capacity issues in the next 5-10 years.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do the minimum is to restrict the economic growth of the area, we are already seeing a huge increase in traffic associated with having two teams in the Premier league. This and other social economic factors related to inefficient infrastructure must be addressed if we are to encourage individuals and groups to visit the area.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The only major issues for the Black route is the environmental impact on what is re-claimed land, the magor levels are not a natural phenomom, the noise and pollution will be much less than the existing M4 through the Brynglas tunnels (where pollutants are much higher concentrated due to congested traffic in an area that is significantly more populated.

I agree that where possible Magor and Redwick should be avoided to minimise the impact to the landscape but this is preferential for all motorways so just use some common sense and try to mask it as best you can.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The construction and operation of a new road route to the south of Newport is not considered likely to give rise to any adverse effects on the features of the Severn Estuary European Marine Site. Where impacts that could give rise to effects have been predicted, it is considered that suitable avoidance and mitigation measures could be employed during the construction of the scheme to ensure adverse effects do not occur.

There are no considerable issues to this scheme..!?

#### **Q7. Health Impact Assessment**

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

The Health of the communities surrounding the existing M4 stretch of motorway around Newport would improve significantly in comparison with the potential effect on the sparse individuals living alongside the proposed new route.

#### **Q8. Equality Impact Assessment**

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

It seems to me that the only detrimental effect is associated with doing nothing, everything else is neutral or improved by progressing with the Black route which will improve the lives of those citizens represented in your analysis.

#### **Q9. Additional comments**

Please provide any additional comments here.

In my opinion we need to move forward now in an expedited manner, not rushed but considered and purposeful in a respectful and conscientious way. The next phase being the consultations and then hopefully commencement of the infrastructure project - do not delay..!

Organisation:

Postcode: np7

**Q9. Additional comments**

Please provide any additional comments here.

The benefits quoted in your scheme appraisals are dependent on the reliability of the TEMPRO forecasts. Traffic growth over the last 30 years has consistently failed to reach forecast levels.

Traffic forecasts of significant vehicle growth should be considered to be 'worst case' scenarios to be managed out, not the basis of a 'predict and provide' approach, which is both economically and environmentally unsustainable.

CO2 emissions will be very significantly increased with the additional carriageway space in each of your do-something options. Vehicle mileage will increase significantly in the absence of aggressive demand management measures accross the region.

Where is the option that applies such an aggressive approach and provides an additional lane on the existing line of the M4 and uses the recently installed managed motorway concept, which should be given time to demonstrate its capacity to manage demand.

In the absence of testing of a scenario including aggressive demand management, landuse changes and widespread road user charging coupled with extensive walking, cycling, car share and public transport measures your proposals look like they're a solution to fit with a political presumption that more road space is the only answer. That approach is the problem, not the solution.

Are you confident you have tested the non- road building future options in an honest and open way, as required by the guidance? Have you really tested the edges of public policy delivery over the next 60 years to be 95% certain your road building options are the only solutions? Can you categorically state that there has been no political influence over the options you have brought forward?

Organisation:

Postcode: NP44

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The earlier decision, that the cost was very high, remains a major concern.

In light of this, I believe an alternative route from J27 to J25, ie north of Newport should be included in these considerations.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route crosses very difficult marshland which will incur significant cost.

An alternative northern route from J27 to J 25 would cost less.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

An alternative northern route from J27 to J25 would be preferable.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be foolish

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

An alternative northern route, from J27 to J25 would have less environmental impact.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

An alternative northern route, from J27 to J 25 would have a lesser impact.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
A northern route linking J27 with J25 to the north of Brynglas would be preferable

**Q9. Additional comments**

Please provide any additional comments here.

There is a wide open space adjacent to the existing M4 between J27 and J26 which invites another better alternative, looping around to the north of the Brynglas tunnels and linking at J 25A.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe the proposed solution to congestion on the M4 around Newport will address the problem in a sustainable and cost effective way. It has been demonstrated time and time again that building new roads encourages the increased use of motor-vehicles which in turn leads to congestion both in the vicinity of the "improvement" and elsewhere, particularly in urban destination areas. In this case increased traffic movements will add to and create further congestion in Cardiff.

There is no clarity about proposals along the route, will there be additional junctions, worsening the local movement of traffic around Newport.

"In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?" I am concerned that this part of the question only emphasises the lack of consideration in the consultation paper about the impact of the proposals over the wider M4 corridor.

**Q2. Red Route and its complementary measures**

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### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I find the lack of ambition demonstrated in the term "Do Minimum" option, or alternatively to offer "A Sustainable Transport" solution saddening.

The Welsh Government could take a lead, not just in Wales but in the UK and Europe by setting itself against the idea that road building is a legitimate and proven method of tackling traffic congestion, when it is in fact encouraging and facilitating the use of private motor-vehicles and leading to more congestion on our roads.

The circa £1.5 billion ear-marked for the construction of a new M4 relief road should be committed to progressing a comprehensive, sustainable and regional transport solution as encapsulated in the Cardiff Metro concept. Yet sadly, whilst walking and cycling appear to be legitimate issues for discussion in regard to alleviating congestion around Newport, public transport is specifically excluded from this consultation, despite the fact that a large percentage of the vehicles travelling through the Brynglas Tunnels started their journeys within twenty miles of them.

The disconnection of potential public transport solutions from consideration of a road building solution means that potentially, public transport opportunities will be missed.

### **Q9. Additional comments**

Please provide any additional comments here.

A Metro for the Cardiff Capital Region, serving almost half the population of Wales, is under active consideration but has a price tag of about £2 billion depending on what is included. Diverting the £1.5 billion ear-marked for the M4 Relief Road into establishing over a short time-frame - no more than a decade - a comprehensive, sustainable, integrated Metro system including strategically located park & ride site, heavy and light railway, trams, bus rapid transport networks and cycle and pedestrian routes, would benefit our communities and the Welsh Economy, whilst also helping the Welsh Government meet its national climate change and sustainability objectives.

Sensible fares, integrated ticketing and scheduling of departures and arrivals and a strict focus during the early years of development and construction on the most heavily used commuter routes (i.e. into Cardiff and Newport from their hinterlands), would rapidly create a culture of public transport use as a first choice over car borne movement.

Not only would such an approach aid connectivity across a relatively small but poorly connected region of Wales where half the population of the country live, it would also enable people living in the less advantaged parts of the region (many of whom rely entirely on public transport to get around), to access cheap, frequent and rapid transport that at present is little more than a draft plan, lacking even a budget.

Currently people in these areas, on obtaining employment distant from their homes, are obliged to buy a car - often second hand and perhaps not in the best condition - and they end up working for a salary, a substantial element of which is spent taxing, servicing and fueling the vehicle in order to get to work.

Concentrating the early stages of Metro implementation on the busiest routes could also be associated with the implementation of a limited morning peak hours congestion charge (say 6 am to 10 am), which would not only provide further revenue to fund the Metro construction, or subsidise fares but would also serve to encourage car-borne commuters to consider using park & ride

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the only long term solution has got to be the 'Black Route' TR111. The main alternative of sending traffic through the Llanwern Steelworks Road would only cause more congestion at the already busy area around Spytty and Docks Way which is currently being used when a blockage occurs on the M4 which is becoming a regular concern.

One of the problems is that the M4 around Newport is often used by all of us as a 'hop on, hop off' shortcut to areas around the City which in turn alleviates the build up of traffic through Chepstow Road, Malpas Road and Cardiff Road which is not a bad thing.

The real solution is to build a Barrage across the Severn to take a road and a railway line and to incorporate a generating system for the good of the country as our current systems are too far behind as replacement. We have the second largest current flow in the World in the Severn and we are not taking advantage of it in the way that France has already done there.

I realise that this would be very costly but would provide a real answer for generations to come.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would cause additional traffic congestion at the end of the diversion.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not viable at all.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be of no material value.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I think that too much emphasis is placed on Natural Habitat as Nature usually finds a way of relocating affected species.

**Q9. Additional comments**

Please provide any additional comments here.

As stated previously, I think that the Government should look further ahead with additional rail road and electricity power generating which could be provided with a Severn Barrage going south of Cardiff which would solve a lot of problems in one hit.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

you have to consider that there will always be people needing to use the existing m4 motorway for access to the east and west of Newport for as far as it extends , as well as access to the city itself . should the bulk of future traffic choose to use the proposed black route with its complementary measures then I think that the greatest existing problem that Newport has currently regarding congestions will have been concurred .

this should also free up city center roads allowing more free access to local residential and commercial traffic . with eventual boost to the economy . not forgetting the huge need for inner city car parking in strategic positions and or park and ride schemes on the periphery .

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think wales will benefit from this new road but I think if you get the go head just think what will it bring Newport and what will you give back to the people.as my opinion there are no legal walls for graffiti in Newport any more so I think that you should have a legal graffiti wall under the new road maybe on the post just like leake street in London. by giving something back to Newport you may again support from people. the legal art walls would go down great and i think they would be seen in your favour please get back to me if you want to hear more.  
thank you (Editor's note: personal details removed)

Organisation:

Postcode: Np44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will fully address the capacity problems and should most definitely be taken forward. The section between J28 and J26 frequently experiences delays and has a dangerous lane merge at high cross followed by a narrowing at J26. As a frequent user the number of near misses on this section is beyond belief. The black route will shift non local traffic off this route and will make commuting in Newport easy again!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route option is not favourable as it does not provide a new motorway. a dual carriageway is insufficient and should not be taken forward.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is acceptable as it provides a 3 lane motorway around the south of Newport helping to relieve pressures, the route is not as easy as the black option due to its proximity to Newport but is still acceptable.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not an option and I fail after years of inaction to see why the Welsh Government even consults on this option.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute on the M4 every weekday from Llanvaches to Cardiff City Centre, journey time 45 mins. Generally I arrive between 8 and 9 am, so at peak time. I have done this for 10 years. So I can vouch the congestion is not too bad, I rarely get held up for long. Where are your comparative statistics? Congestion is much worse on other parts of the UK motorway network. Yes the Brynglas tunnel was closed for a day when a lorry caught fire inside the tunnel, but that is life. I used to commute into Bristol centre from just a few miles away and that was many times worse. This development will create an empty motorway for me to drive down - great! - at the expense of concreting over a stretch of countryside of great beauty and unquantifiable value. Your consultation is biased from the outset because it does not say that the status quo is 'reasonable' like the alternatives you obviously prefer. The map is biased as it shows grey shaded areas that would appear to be industrial wasteland around the old steelworks when actually it is green fields most of the way - I checked on Google maps. Please get the message that climate change is THE massive challenge facing humanity - I know because I am a climate scientist, not an activist. Building motorways where they are not even needed in search of economic growth or the vanity of legislators is not the answer. In essence, this plan is so twentieth century! I will repeat this answer for the minor variants you also propose.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute on the M4 every weekday from Llanvaches to Cardiff City Centre, journey time 45 mins. Generally I arrive between 8 and 9 am, so at peak time. I have done this for 10 years. So I can vouch the congestion is not too bad, I rarely get held up for long. Where are your comparative statistics? Congestion is much worse on other parts of the UK motorway network. Yes the Brynglas tunnel was closed for a day when a lorry caught fire inside the tunnel, but that is life. I used to commute into Bristol centre from just a few miles away and that was many times worse. This development will create an empty motorway for me to drive down - great! - at the expense of concreting over a stretch of countryside of great beauty and unquantifiable value. Your consultation is biased from the outset because it does not say that the status quo is 'reasonable' like the alternatives you obviously prefer. The map is biased as it shows grey shaded areas that would appear to be industrial wasteland around the old steelworks when actually it is green fields most of the way - I checked on Google maps. Please get the message that climate change is THE massive challenge facing humanity - I know because I am a climate scientist, not an activist. Building motorways where they are not even needed in search of economic growth or the vanity of legislators is not the answer. In essence, this plan is so twentieth century! I will repeat this answer for the minor variants you also propose.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute on the M4 every weekday from Llanvaches to Cardiff City Centre, journey time 45 mins. Generally I arrive between 8 and 9 am, so at peak time. I have done this for 10 years. So I can vouch the congestion is not too bad, I rarely get held up for long. Where are your comparative statistics? Congestion is much worse on other parts of the UK motorway network. Yes the Brynglas tunnel was closed for a day when a lorry caught fire inside the tunnel, but that is life. I used to commute into Bristol centre from just a few miles away and that was many times worse. This development will create an empty motorway for me to drive down - great! - at the expense of concreting over a stretch of countryside of great beauty and unquantifiable value. Your consultation is biased from the outset because it does not say that the status quo is 'reasonable' like the alternatives you obviously prefer. The map is biased as it shows grey shaded areas that would appear to be industrial wasteland around the old steelworks when actually it is green fields most of the way - I checked on Google maps. Please get the message that climate change is THE massive challenge facing humanity - I know because I am a climate scientist, not an activist. Building motorways where they are not even needed in search of economic growth or the vanity of legislators is not the answer. In essence, this plan is so twentieth century! I will repeat this answer for the minor variants you also propose.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'minimum scenario' is a biased description. You might as well say to people 'what are the consequences of doing nothing when faced with this massive problem?'. I really expect more of a government consultation. Have you had your survey questions vetted for bias by professionals in public consultation?

Not building new unnecessary major roads has huge advantages:

1. It saves a lot of money that could be targetted towards things that matter, like making Wales carbon neutral and improving our quality of life.
2. It helps preserve a beautiful and valuable landscape of the Gwent levels from incremental encoachment and eventual destruction.
3. If rush hour congestion starts to really bite, people will adapt and find greener alternatives - me included! There are alternatives in many lines of work. The school run which ( if you had presented any statistics) would show itself as the single major issue that can be fixed without building new arterial routes. Like free school buses.

But I repeat, congestion it is not a major problem at the moment, I know because I commute in rush hour every week day.

PLEASE be responsible, be green and face up to the real challenges of the future.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Aim 3 is 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.' The report has much to say on mitigating climate change issues although the 100 year perspective is inadequate as we need to plan responsibly for the millennium at least. We are not Victorians. However the far more important topic of acting responsibly on emissions is briefly and inadequately addressed in a table of the plan with reference to our obligations : "Increasing road capacity is likely to increase absolute carbon emissions in due course. Therefore, it will be important for the draft Plan to mitigate these effects as much as possible, for example, by encouraging local trips to be made by walking and cycling. The draft Plan has an objective to reduce greenhouse gas emissions per vehicle and/or person kilometre."

A question and a comment arise. Question: By how much will the black, red and purple options increase carbon emissions, over what timescale, and by how much will the unspecified aspiration to encourage people to walk and cycle reduce carbon emissions? I hope you will be good enough to actually respond to this direct request for information from your expert consultation.

Comment: Goal 2a is to reduce greenhouse gas emission per vehicle / person kilometer. Of course that will happen, as I for one drive down an empty motorway between Newport and Cardiff. But the problem of global warming is a GLOBAL one. New road capacity encourages additional road use and will increase GHG emissions in Wales. That is obvious.

I have to say the environmental aspect of this proposal - weak statements about encouraging people to walk and cycle - appears to me as 'greenwash'. It is so sad. I mean this as a local taxpayer and a scientist. Please read the fifth assessment report by the Intergovernmental Panel on Climate Change, published last week, of which I am one of about 1000 expert authors, and understand that serious action is necessary.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

#### **Q7. Health Impact Assessment**

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

No comment

#### **Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

I am a professor at Cardiff University. I study climate change in Earth's past and I am conversant with the fundamentals of climate science. I am one of over 1000 scientists who contributed to the most recent 7-year UN assessment of climate change (IPCC AR5). And I am a local resident and taxpayer. We are witnessing the early stages of an unfolding tragedy regarding greenhouse gas emissions that will play out over centuries. What we do now - these few years - matters most, if we are to prevent the melting of the icecaps and, if so happens, the drowning of the Gwent levels, the roads you propose, Cardiff, Newport, Swansea, and in fact all the world's major cities. We need a change of attitude now, or it will be too late. Your biased consultation (see my earlier comments) and in particular the 'greenwash' over projected greenhouse gas emissions (also see my earlier comments) is part of this tragedy. If you want to know more, I would be happy to discuss this and meet at any time.

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It depends what your goals are and what you define as the M4 corridor! I think our goals would be to reduce pollution and traffic so I guess the black route does this but as the assessment says - only for the tunnels area - it increases it at Duffryn and Magor . You have to think about the goals of the Gwent Levels aswell. We have a problem in Newport that people are isolated from their countryside....putting a great big road through the middle of the countryside is NOT going to help this. We have very sensitive land - of international importance for wildlife but the protection and disturbance of this doesn't seem to be valued as a "GOAL". reduce the traffic by increasing the public transport links. I may choose to go by bus to visit my poorly neighbour in hospital if it didn't take over an hour to get 10 miles! Don't make a new road - enhance what you've got.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option could have the potential to increase biodiversity when you consider what all the other government departments are actually trying to achieve. I know that National Resources Wales are always trying to increase biodiversity and Gwent Wildlife Trust has recently started a project to reintroduce water voles. The Do Nothing scenario actually ignores all the good things that are going on in the area and that could be threatened by a large concrete embankment being plonked down the middle of the Gwent Levels. GWT are trying their hardest to work on a landscape scale to increase biodiversity - this option might let them continue!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Why do the consultants think that Magor is not noise sensitive? I think they will be sensitive to a large motorway going through their back gardens! I know animals and birds will also alter their habits in this area - but their noise sensitivity doesn't appear to matter in your assessment.

**Q9. Additional comments**

Please provide any additional comments here.

Please, please please consider what you are doing for future generations. Why do we need a whole new road when you have just created a beautiful link road that is hardly used through the middle of Tata Llanwern Steel Site. Can't you consider the option of enhancing this road slightly and others in the Newport area and then advertising it as an alternative route if you are going to Cardiff. I think this is another option and it should be looked into.

Organisation:

Postcode: np26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 2 Northern routes through Newport are more than likely to cause more disruption to households in the Maesglas areas

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route weaves its way through Newport its not really an alternative to the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only thing I can see any difference from the red route it goes to the north side of the railway.both these routes seem worse than the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whats the point of doing the minimum get on and sort the problem out.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

By downgrading the existing M4 to a trunk road the pollution levels will decrease for the people along this route,BUT the levels would rise for others in the Magor and Undy areas I know it's less people but it matters to us.I realise this new route is needed but I would expect all due care would be taken to protect the environment and people

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It seems to me that the new M4 route will affect many habitats of the local area putting at risk of flooding areas where the local wildlife live so I would expect care to be taken not to completely destroy the local habitats

**Q7. Health Impact Assessment**

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

Yes the pollution will decrease in parts of Newport but it will increase in the Magor/Undy area, but if they looked at the New M4 coming of the toll gates and running along the seashore maybe that would be better

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route as the preferred route is totally the best option. It is the only one that will give the required relief on the M4, hopefully reducing the current congestion which can only get worse.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The decision to shelve the M4 relief road in 2009 due to expense was a poor one. The current infrastructure, which we now have to live with for several more years is totally inadequate. If a compromise solution is implemented this too will be inadequate. Let us have a motorway which serves our needs. Nature will rejuvenate and make good any disruption. The relief from continual gridlock will save money and human lives will be saved too. What price a life?.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that anything but a proper motorway solution will provide a workable answer.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that anything but a proper motorway solution will provide a workable answer.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum and do nothing have already caused misery and mayhem. The inaction has cost lives, the current managed motorway solution does not seem to have provided any benefit. It clearly does not work! In my opinion money has already been wasted and these are not sensible options.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Damage to the environment will be minimised and Nature will regenerate. Traffic pollution will be reduced. Other measures will improve the environment. The preferred solution is the best for the environment.

**Q7. Health Impact Assessment**

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

Preferred scheme equals reduced pollution and fewer accidents and fatalities.

**Q9. Additional comments**

Please provide any additional comments here.

Please lets implement this preferred solution without further delay.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think a full 3 lane motorway alternative is essential to avoid future congestion problems.

A lot of time has been spent in looking at all aspects of the Black route and this is therefore my preferred solution.

My only concern (and this applies to all the routes) is that vehicles wanting to take the A48M into Cardiff will still be forced onto the old M4 as the link into the existing M4 will occur after the A48M branches off. Is there any way additional slip roads to the A48M could be provided from/to the new motorway?

The Complementary Measures seem reasonable and appropriate.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think a dual carriageway will provide sufficient capacity and will just delay the time when a proper 3 lane motorway becomes necessary.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a proper 3 lane motorway the Purple Route is acceptable but the impact on Duffryn probably rules it out compared to the Black Route.

My other comments are the same as the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not provide an acceptable solution and is therefore not a realistic alternative.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This black route plan is a good solution to the congestion around Newport and the problems with access to South Wales. It is long over due and should be started as soon as possible. Any delays in the implementation of this plan will have major effects on South Wales and the Welsh economy.

If I was a business considering where to invest, with the present congestion on the M4 around Newport, (and with the costs and delays associated with the Seven crossing tolls), I would invest in England!

It is scandalous that this proposal was not implemented years ago, and should now be treated as a priority by both the Welsh Government and the National Government.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not give the long term solution to congestion around NEWPORT on the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While this purple route could be used as an alternative to the Black route the Black route is the best option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option and should not be considered as a solution to congestion on the M4 around Newport.

Organisation:

Postcode: CF37

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This seems a reasonable plan which considers the environment the safety of the M4 users and the efficient passage of traffic through the Newport area.

**Q9. Additional comments**

Please provide any additional comments here.

This plan is essential to the progress of business and the economy of South East Wales and (in my opinion) must be implemented as soon as possible.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Taking traffic that wishes to bypass Newport off the old section of the M4 from J23A to J29 would make a massive difference to the congestion problems on the road. Accessing Newport will be so much easier. I am unsure as to how well the traffic will flow on the new section. Presumably if they are fewer junctions and three lanes all the way then it should be better.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as I believe it will have dire consequences to the environment... it will cut directly through four nationally important Sites of Scientific Interest. It is already quite sad coming into Wales seeing how development is ruining the landscape around Magor - we should be making every effort to make the approach into Wales attractive, not like the dreadful concrete and asphalt mess that it would become. Please don't spoil this area - preserve it's beauty and show that the Welsh Government wants to make Wales a lovely place to live.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as I don't think it is necessary to spoil the environment any further.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as I think it will be an unnecessary waste of money and detrimental to the environment

**Q9. Additional comments**

Please provide any additional comments here.

I believe there are better alternatives rather than destroying the approach into Wales; the impact on the environment would be devastating - I believe it would reflect extremely badly on the Welsh Government...

Further work must be undertaken to improve public transport - more train stations could be opened or improved at Rogiet and Magor. The upgraded road through Llanwern is already having an effect on local traffic going into Newport.

I think it would be a shameful waste of money when there are so many local issues to be tackled such as restoring Newport's Victorian heritage rather than making it into yet another generic town centre.

Please don't spoil this area any further - embrace the beauty of the environment and promote Wales as somewhere that considers environmental impacts and listens to it's population.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the route is not the best solution to Newport's traffic issues, and would have a detrimental effect on the local wildlife and countryside. A second motorway would also cut Newport off from more of the local environment. I feel that a lot of Newport's traffic problems could be resolved by better public transport, enforcement of the current variable speed limits, and better organisation and design of the current city main roads (better flowing inner traffic, might reduce the number of local drivers using the motorway to get to different areas of Newport).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I oppose this for similar reasons to the main black route, although it was noted that it would have less of an environmental impact due to using existing roads.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See previous answers.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that these measures would sufficiently meet the needs of Newport in the short to medium term, while measures that would not impact on the local environment are developed, along with better, affordable public transport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The risk to health through emissions would always exist. It would not be helped by surrounding Newport in two motorway like roads.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comments

**Q9. Additional comments**

Please provide any additional comments here.

I agree that the motorway use and design needs to be reviewed, as the current lane restrictions, and inner city road layouts are not constructive. In particular I find the inside lane filters a particular problem. They cause cars to try and cut in and out of lanes at the last minute, slower vehicles to drive in the middle lane.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with the motorway going through the Gwent levels and through the village of Magor, there are far better alternatives that can be considered before building the motorway.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the new motorway being built through the Gwent levels. The new road that has been built will suffice if it is finished properly. There are far better alternatives. The consultation has been a big publicity stunt and survey is worded to gain a positive response

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new motorway being built through the Gwent Levels and the villages of Magor and Undy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum could be expanded to add a junction onto the M48 at Rogiet (instead of it just being offered as a sweetener). A railway station at Magor would take some traffic of the current M4, as a lot of people drive to Newport or Cardiff but would prefer to hop on a train. This would apply to commuter traffic and traffic during big events in Cardiff.

I personally drive to Newport on a daily basis as I have free parking and it would cost too much to travel from Severn Tunnel daily, if I could walk to a station in Magor I would use that facility.

**Q7. Health Impact Assessment**

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

Has the health of the residents in Magor/Undy/Redwick been considered? The health of the people living alongside the current M4 may improve but the health of the residents along the the new M4 would suffer.

**Q8. Equality Impact Assessment**

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

The consultation happened in 2006, perhaps a new consultation should have been held?

A railway station at Magor would assist disabled people with train transport, as it is very difficult for them to use Severn Tunnel. Also a train station at Magor would help the Younger people who cannot drive get jobs in Cardiff/Newport/Bristol

**Q9. Additional comments**

Please provide any additional comments here.

I do not feel that this was a proper consultation. It was more of a publicity stunt. The staff at the consultations could not help with the route, but told me it was more or less a done deal.

The people of Magor/Undy have not been considered - all that is shown is an improvement to the lives of the people in Newport, not the detriment to the ones who would live along the new route.

I was upset at the consultation that I had to give my name, people have many reasons why not to sign anything and my wishes should have respected.

Please consider alternatives such as new junction on M48, and a railway station at Magor, and improving the new access road once it reaches Newport. Such as a right turn at the traffic lights to head into the retail park, a lot of congestion builds up on the roundabout after the lights where people have to go right round it to get to retail park, this would improve traffic flow on the road from the Coldra around Newport which in turn would alleviate problems on the M4 as more people would use the alternative route.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Another motorway to the south of Newport is long overdue. It's hard to believe that we have an infrastructure, i.e the main link to South Wales, that is at least thirty years out of date and no longer fit for purpose.

I can only hope that the new motorway is a four lane highway, or at least has provision for expansion built in from the outset.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is needed, and soon.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No, we need a motorway.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This seems as good as the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No, this is as bad as doing nothing.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too large a scale project for problems - no data for new road to Spytty from J23a published - how has this helped to reduce existing problems? This needs to be taken into consideration. If impact is low one wonders if relief road scheme will also be waste of money/resources? If impact is high - is there any real need for relief road?

No consideration of local people in Magor/Undy to retain quality of life. Do not agree with demolition of grade II listed vicarage and impact on wildlife at the Gwent levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too large a scale project for problems - no data for new road to Spytty from J23a published - how has this helped to reduce existing problems? This needs to be taken into consideration. If impact is low one wonders if relief road scheme will also be waste of money/resources? If impact is high - is there any real need for relief road?

No consideration of local people in Magor/Undy to retain quality of life. Do not agree with demolition of grade II listed vicarage and impact on wildlife at the Gwent levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too large a scale project for problems - no data for new road to Spytty from J23a published - how has this helped to reduce existing problems? This needs to be taken into consideration. If impact is low one wonders if relief road scheme will also be waste of money/resources? If impact is high - is there any real need for relief road?

No consideration of local people in Magor/Undy to retain quality of life. Do not agree with demolition of grade II listed vicarage and impact on wildlife at the Gwent levels.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Clearly the best option. Minimum impact to local people in Magor/Undy, no demolition of grade II listed vicarage and impact on wildlife at the Gwent levels.

Clear evidence that this has worked in other schemes around the UK and preferred option by many.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

350 page document made completely obsolete by section 3.4 of the draft plan consultation document which states that there is no interest in environmental issues when compared to 'faster journey times'

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Another repetitive confusing and vague document that does nothing to inform local people of possible impact of proposals.

#### **Q7. Health Impact Assessment**

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

"6.3 Health

Poor air quality can impact on people's health. The main source of air pollution within Newport is from traffic emissions, and primarily from the M4 motorway that crosses the City area from east to west. The motorway cuts through several residential areas, notably St Julian's, Brynglas, Crindau, Glasllwch and High Cross."

So proposals will just add more emissions to the atmosphere around Magor and Undy and The Gwent Levels impacting residents and wildlife.

#### **Q8. Equality Impact Assessment**

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

Another repetitive confusing and vague document

#### **Q9. Additional comments**

Please provide any additional comments here.

Not very impressed with consultation. Proposals are vague, maps provided are confusing and at too small a scale to be read properly. Representatives were unhelpful and rude. As a whole myself and other residents have been left angry and confused by the consultation and I know from speaking to people in the village that this is a widely shared view. I am not against development but I can see no benefit in the relief road proposals for local people.

Not happy that the Vigarage will be demolished and the impact on the Gwent Levels is extreme. More needs to be done to help residents of Magor and Undy understand the impact this will have on this tight-knit village, more explanation is needed. Listen to the residents and their concerns rather than just fobbing us off with vague maps, long confusing jargon-filled documents. We don't want to live under a motorway fly-over.

Organisation:

Postcode: NP26

### ***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In principle, if you put aside the numerous drawbacks and add some other complementary measures in it could, in theory, go some way to addressing the problems, aims and goals. However, as the proposal (or information disclosed) stands, it very much poses more questions than it answers and therefore I object to the 3 routes.

These are some of the questions I would like answered -

- 1) Is there a proper, thoroughly reviewed business case for the 'black route' (and others for that matter)? Why can't the recently opened up Steelworks road be further upgraded, extended, with a new bridge over the Usk and joined up at Tredegar park. This would provide a good alternative for Newport South and Cardiff East and take load off the existing M4. Has this been considered?
- 2) The proposed complementary measure of a M48 - B4245 link would be an absolute must (and the link must be both ways an enable ingress and egress for both directions of the M48). Also the link must be positioned to allow a logical extension to Severn Tunnel Junction. Will this be the case?
- 3) The layout of the new junctions must be detailed to enable informed comment on impacts. Why is it so vague at this stage?
- 4) There doesn't seem to have been any thought put into the proposal from an 'integrated transport' point of view. I have mentioned the consideration of the link to Severn Tunnel Junction but what about impacts of the major electrification upgrade of the Main South Wales line? Opportunities to get more on rail perhaps? Also, there is a big campaign to open a station serving Magor and Undy, both of which have grown significantly in population in the last 10 years and further growth planned - could the proposal help to facilitate this? Thereby addressing 'integration' and 'sustainability'.
- 5) The black route encroaches on SSSI's and wildlife reserves. This must be avoided or at least minimised. Where there is detriment, will remediation be carried out?

See my additional comments.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From a 'Magor' perspective the black, red or purple has little difference although I suspect the black route is easier to do. But all the points I have made in question 1 stand.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From a 'Magor' perspective the black, red or purple has little difference although I suspect the black route is easier to do. But all the point I have made in question 1 stand.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum is not a viable option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

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

I, like many in Magor, are concerned about the impact of the additional noise and exhaust pollution.

**Q8. Equality Impact Assessment**

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

No comment.

### **Q9. Additional comments**

Please provide any additional comments here.

I suspect the average Magor and Undy resident will initially be against the proposals (irrespective of which route). To gain support and prevent an active campaign against the new motorway, there will need to be a number of amendments to the proposals, reassurances, guarantees and some 'sweeteners' made.

1) The biggest objection will be from residents of Magor who will see the motorway being brought much closer to them, above and wrapping around (rather than just running along one edge and in a cutting). How will this be addressed?

2) The M48 - B4245 link must be full bi-directional - access and exit and an intention to link to STJ. This will reduce the volume of traffic through Magor and Undy making the road safer for Children, walkers and cyclists.

3) The cycle and walker friendly infrastructure must be fully detailed and delivered

4) How increased noise and air pollution will be minimised must be detailed - possibly with some compensation for those most affected

5) With a large commuting population in Magor and Undy, a 'Walkway' station as being campaigned for (<http://magorstation.co.uk/>) would be a great complementary measure to help reduce unnecessary road traffic. Perhaps the 'project' could help fund stage 1 and 2 of the GRIP process needed.

I appreciate that other transport studies are being considered elsewhere but frankly that is nonsensical and needs to be brought into scope now. A detailed holistic approach is needed if you are to get the support you need. For example you can't ignore the impact of the Cardiff 'city-region' Metro proposal, recently announced by the Edwina Hart the minister. This now extends out to Severn Tunnel so would clearly impact the traffic loadings and the validity of your business case. .

Organisation:

Postcode: CF64

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route addresses the problems faced by M4 users at busy periods. It will relieve the current frustration felt by users during busy periods, lower traffic emissions and lower accident rates

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Why don't you just widen the A48 and have the new motorway going from the coldra to the tredegar park interchange?

If you don't go for this i think the black route is the best.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route will direct traffic completely away from Newport, this option will only direct traffic that needs to access Newport in to it as opposed to through it.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It should ease congestion significantly and hopefully prevent the gridlock around Newport which now occurs particularly when there is a traffic accident.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Instead of building the M4 relief road the Assembly should implement the South Wales Metro as promised by Mark Barry and SEWTA. Many journeys on the M4 around Newport are short and if the South Wales Metro was implemented this would take many of these journeys from the M4. The existing M4 would then cope with the lower level of usage.

**Q9. Additional comments**

Please provide any additional comments here.

Why were options such as implementing the South Wales Metro or widening the Brynglas tunnels not included as an alternative to building the relieve road?

Organisation:

Postcode: np44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

fully in favour of draft plan as the only workable alternative to the tunnel problems on the existing m4

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan has not taken into account the effect a South Wales metro system would have on vehicle numbers on the existing stretch of the M4 around Newport. Nor has it taken into account the effect of recent network improvements, including the newly opened A4810 Eastern Distributor Road (EDR) on the old Steelworks Access Road. I fail to understand how a proper consultation can be carried out when the evidence provided for a relief road has not taken into account the impact of such major relief projects.

The evidence provided shows that traffic levels have been static since 2006. Figure 4 shows that traffic growth has remained static since 2001. There is no evidence to suggest traffic levels will increase significantly in the future – figure 5 does not take into account a South Wales metro or the effect of network improvements whatsoever.

Assessment of the biodiversity impact on all proposed routes (Black, Red, and Purple) only seems to take into account the physical footprint of the routes. Cutting several SSSIs into two parts will significantly reduce the biodiversity of the smaller, northern sections of the SSSIs. However, this does not seem to have been taken into account. There is also no mention of the effect a new road would have on the population of the water vole, which is declining dramatically nationwide, or otters – both of which live on the levels. Furthermore, there is no mention of what impact a new road would have on the water movement between the isolated pockets of SSSI or the water quality of the reen system.

A road across several SSSIs would devalue the sites and would open up the levels to further development. The sites are vitally important to the conservation of several species of flora and fauna and must be protected. These SSSIs have been designated as important to the UK, not just to Wales – this highlights how important they are.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan has not taken into account the effect a South Wales metro system would have on vehicle numbers on the existing stretch of the M4 around Newport. Nor has it taken into account the effect of recent network improvements, including the newly opened A4810 Eastern Distributor Road (EDR) on the old Steelworks Access Road. I fail to understand how a proper consultation can be carried out when the evidence provided for a relief road has not taken into account the impact of such major projects.

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A road across several SSSIs would devalue the sites and would open up the levels to further development. The sites are vitally important to the conservation of several species of flora and fauna and must be protected. These SSSIs have been designated as important to the UK, not just to Wales – this highlights how important they are.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan has not taken into account the effect a South Wales metro system would have on vehicle numbers on the existing stretch of the M4 around Newport. Nor has it taken into account the effect of recent network improvements, including the newly opened A4810 Eastern Distributor Road (EDR) on the old Steelworks Access Road. I fail to understand how a proper consultation can be carried out when the evidence provided for a relief road has not taken into account the impact of such major projects.

The evidence provided shows that traffic levels have been static since 2006. Figure 4 shows that traffic growth has remained static since 2001. There is no evidence to suggest traffic levels will increase significantly in the future – figure 5 does not take into account a South Wales metro or the effect of network improvements whatsoever.

Assessment of the biodiversity impact on all proposed routes (Black, Red, and Purple) only seems to take into account the physical footprint of the routes. Cutting several SSSIs into two parts will significantly reduce the biodiversity of the smaller, northern sections of the SSSIs. However, this does not seem to have been taken into account. There is also no mention of the effect a new road would have on the population of the water vole, which is declining dramatically nationwide, or otters – both of which live on the levels. Furthermore, there is no mention of what impact a new road would have on the water movement between the isolated pockets of SSSI or the water quality of the reen system.

A road across several SSSIs would devalue the sites and would open up the levels to further development. The sites are vitally important to the conservation of several species of flora and fauna and must be protected. These SSSIs have been designated as important to the UK, not just to Wales – this highlights how important they are.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Taking into account the reduction in vehicle numbers that will be achieved by the electrification of the railway, the newly opened old steelworks road and a South Wales metro the “do minimum” scenario would easily achieve all the goals set out in section 3.4 of the consultation document. This would clearly be a cheaper, more sustainable solution.

**Q9. Additional comments**

Please provide any additional comments here.

The reaction to congestion on a stretch of road should be to implement schemes and projects to reduce the number of vehicles, not to build a new road so as to increase vehicle numbers even further. Increasing the capacity of the M4 around Newport will increase congestion on other parts of the M4, either at the Severn Crossing or into Cardiff. Reducing the number of vehicles through a sustainable development such as a South Wales metro system and upgrading existing roads would reduce congestion on the current stretch of motorway around Newport without destroying a large area of nationally important countryside.

The M4 from J23a to J29 is 12.5 miles long. A car driving at the national speed limit on this stretch of road will take 10 minutes 43 seconds. A lorry driving at the national speed limit will take 12 minutes 30 seconds. The consultation document states that during times of congestion the average speed can drop to 40 mph. At this speed the journey would take 18 minutes 45 seconds. I do not believe that spending £1.2 billion to cut 6 minutes 15 seconds off the journey time of a lorry and 8 minutes of a car is justified, and fail to see how such a small decrease in journey time can improve the economy of an entire region.

Upgrading the existing Southern Distributor Road (SDR) and the Eastern Distributor Road (EDR) would provide an affordable, sustainable solution to congestion on the M4 around Newport as set out by the Institute of Welsh Affairs (IWA) – they call this “The Blue Route”. This would not destroy large areas of nationally important habitat as the roads already exist and would only require upgrading.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the "Black Route" would be more preferable than the others, but they all look as if they could help the situation around Newport.

I am now retired but when I was working and running an oil company, my oil tanker transport plus sales staff would have found they could conduct their day to day business safer and quicker with possibly less stress.

The subject would raise its head at meetings, or when we were at lunch, coffee break, or just general conversation in the office.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The work will clearly address the problems - but the danger is that it will create more, long lasting problems in the process.

Damaging the Gwent levels will have environmental repercussions that will affect generations to come.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No thoughts other than that already expressed.

The document given here on the website builds an excellent case for the work - but says very little about the effect on the environment. Especially building over the Gwent levels.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I can only repeat what I've said in an earlier answer - the document presented on this website (presumably the same that is available in hard copy) builds a good case for the need for the work but very little information is given about the effects on the environment, particularly the Gwent levels. Even where it says that the River Usk is a protected environment, nothing is given about measures to mitigate the impact of the work on this area.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Without knowing the full package of proposals it is not possible to make meaningful comment on the proposals. The document mentions an on-going study of public transport, this could have a major influence so I would like to read this first before comment.

In the interim I object to the proposals.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal until the full details of the public transport options are published.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal until the full details of the public transport options are known.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Park & ride at Severn Tunnel junction would be very helpful.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am very concerned about the impact of these proposals on the environment of the area.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Gwent levels are very precious and need to be saved.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I already have concerns that traffic congestion at the Severn Bridge Tolls are a major source of pollution, increasing traffic without properly promoting public transport will be detrimental to health.

**Q9. Additional comments**

Please provide any additional comments here.

We need to know more about the potential 'metro' system for South East Wales - farcical to hold a consultation at this stage!

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Damage to environment and heritage would seem to outweigh unique benefits. Many benefits achievable through complementary measures alone at lower cost and less damage to Newport and surrounding area - it is worth considering that Newport will probably suffer economically from faster travel around it since companies will be happier to go to Cardiff.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Damage to environment and heritage would seem to outweigh unique benefits. Many benefits achievable through complementary measures alone at lower cost and less damage to Newport and surrounding area - it is worth considering that Newport will probably suffer economically from faster travel around it since companies will be happier to go to Cardiff.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Damage to environment and heritage would seem to outweigh unique benefits. Many benefits achievable through complementary measures alone at lower cost and less damage to Newport and surrounding area - it is worth considering that Newport will probably suffer economically from faster travel around it since companies will be happier to go to Cardiff.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

More work should be done on public transport in addition and better planning for pedestrians and cyclists to get people out of cars as much as possible.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having viewed all three plans, and having been a regular user of the Newport M4 road network for more than thirty years I welcome the plan to reduce traffic congestion on this stretch of the UK motorway network. However, it seems to me that all of the approaches proposed are ill-considered, as in my view the best solution is for a motorway and tidal barrage scheme across the Severn estuary linking the existing M4 motorway west of Cardiff and the M5 motorway at Bristol. In my view this would not only significantly reduce traffic congestion around Newport and Bristol, but also presents the opportunity for Wales to demonstrate its green energy credentials, provide key road infrastructure to Cardiff (Wales) airport, reduce the financial burden on West Wales road haulage by providing the opportunity to travel to the South of England by a shorter distance and without bridge tolls (although I'm not adverse to a toll on the motorway barrage), and finally I believe that business and consequently employment prospects would be shifted further along the M4 corridor than are currently enjoyed. In summary, I welcome a plan to reduce traffic congestion, but I am unable to support any of the proposals currently presented.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having viewed all three plans, and having been a regular user of the Newport M4 road network for more than thirty years I welcome the plan to reduce traffic congestion on this stretch of the UK motorway network. However, it seems to me that all of the approaches proposed are ill-considered, as in my view the best solution is for a motorway and tidal barrage scheme across the Severn estuary linking the existing M4 motorway east of Cardiff and the M5 motorway at Bristol. In my view this would not only significantly reduce traffic congestion around Newport and Bristol, but also presents the opportunity for Wales to demonstrate its green energy credentials, provide key road infrastructure to Cardiff (Wales) airport, reduce the financial burden on East Wales road haulage by providing the opportunity to travel to South East England by a shorter distance and without bridge tolls (although I'm not adverse to a toll on the motorway barrage), and finally I believe that business and consequently employment prospects would be shifted further along the M4 corridor than are currently enjoyed. In summary, I welcome a plan to reduce traffic congestion, but I am unable to support any of the proposals currently presented.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having viewed all three plans, and having been a regular user of the Newport M4 road network for more than thirty years I welcome the plan to reduce traffic congestion on this stretch of the UK motorway network. However, it seems to me that all of the approaches proposed are ill-considered, as in my view the best solution is for a motorway and tidal barrage scheme across the Severn estuary linking the existing M4 motorway east of Cardiff and the M5 motorway at Bristol. In my view this would not only significantly reduce traffic congestion around Newport and Bristol, but also presents the opportunity for Wales to demonstrate its green energy credentials, provide key road infrastructure to Cardiff (Wales) airport, reduce the financial burden on East Wales road haulage by providing the opportunity to travel to South East England by a shorter distance and without bridge tolls (although I'm not adverse to a toll on the motorway barrage), and finally I believe that business and consequently employment prospects would be shifted further along the M4 corridor than are currently enjoyed. In summary, I welcome a plan to reduce traffic congestion, but I am unable to support any of the proposals currently presented.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my view, the 'minimum' proposal leads Wales down the road towards economic blight, as quite clearly a thriving Welsh economy needs an effective road network. As previously stated, after having viewed all three plans, and having been a regular user of the Newport M4 road network for more than thirty years I welcome the plan to reduce traffic congestion on this stretch of the UK motorway network. However, it seems to me that all of the approaches proposed are ill-considered, as in my view the best solution is for a motorway and tidal barrage scheme across the Severn estuary linking the existing M4 motorway east of Cardiff and the M5 motorway at Bristol. In my view this would not only significantly reduce traffic congestion around Newport and Bristol, but also presents the opportunity for Wales to demonstrate its green energy credentials, provide key road infrastructure to Cardiff (Wales) airport, reduce the financial burden on East Wales road haulage by providing the opportunity to travel to South East England by a shorter distance and without bridge tolls (although I'm not adverse to a toll on the motorway barrage), and finally I believe that business and consequently employment prospects would be shifted further along the M4 corridor than are currently enjoyed. In summary, I welcome a plan to reduce traffic congestion, but I am unable to support any of the proposals currently presented.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As the proposal I favour is not one of your proposals, I feel that the current environmental assessment can only but be enhanced. However, I am mindful of the environmental impact of a barrage across the Severn estuary, but feel that the green energy benefits (particularly when integrated with Dinorwig to provide UK energy security) is an important issue. Undoubtedly there would be some environmental impact as a consequence of the M4/M5 motorway link and barrage scheme, however, I feel the additional benefits to the Welsh and UK economy far outweigh such concerns.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment as I do not support any of the proposals.

**Q7. Health Impact Assessment**

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

No comment as I do not support any of the proposals.

**Q8. Equality Impact Assessment**

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

No comment as I do not support any of the proposals.

**Q9. Additional comments**

Please provide any additional comments here.

I've no doubt that the £20 (or so) billion cost of such a scheme would be recovered in a relatively short period of time, if energy cost trends continue, but yet the lifetime of such a project will span many generations, perhaps more than 100 years. Also I would guess that with the ever increasing reliance on electrical energy for transport (e.g. the electrification of the south Wales railway network and HS2, etc) that if we are to continue to 'keep the lights on' then such a scheme is long overdue, and a relatively small capital project, when compared to the HS2 development.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would oppose the idea that any of the proposed options are really affordable - the publicity arrived on my doorstep at about the same time as a Newport Council paper highlighting the large cuts that will be required to their expenditure and even if they are not funding this directly their paymasters in central government will be; I find the idea of increasing the national debt, let alone the deficit, an abhorrent theft from future generations.

Adding three extra lanes seems superfluous as it would simply result in the existing three-lane stretches becoming the new bottleneck.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Your consultation document shows that, while forecasts suggest increased traffic along the M4, traffic has actually remained constant in the last six years. Forecasts of increased traffic do not take into account current movements in computer-piloted cars, which I am certain will drastically increase capacity once they become popular enough to have lanes designated for their use only.

**Q9. Additional comments**

Please provide any additional comments here.

While I realize that having stretches of two-lane motorway will create a bottleneck, I note that no mention has been made of the possibility of adapting these stretches - to the inexperienced eye the brynglas tunnel stretch could be widened, for instance, as it is either underground or raised - at no point requiring extensive ground-level clearing.

Organisation: St. Modwen (individual response)

Postcode: BS11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would be interested to understand the junction strategy, with particular regard to the eastern side of the River Usk.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

You may queue coming into Wales on the Severn Crossing depending on the time of day and any events that are happening. The Bridges are very impressive and provide an excellent gateway to Wales.

However, after the Coldra jct you come to a grinding halt and crawl all the way to Cardiff Gate, which is really quite an embarrassment and hopeless for both business, leisure and tourism, It is simply not good for South Wales.

If there is an accident anywhere along the M4 in this area again the traffic stops and there is no alternative other than to wait, which is unacceptable.

The Black Route is my chosen option as the amount of traffic that uses the M4 can only be managed effectively with the best option that is available. Until this is done business and tourism in the whole of Wales will suffer. I work in finance/banking and Bristol is a major hub for this industry, a lot of the people I work with come from South Wales, it is the transport problems coming into Wales that lead to major companies choosing Bristol before Cardiff, Newport and Swansea.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the red route would not be the best option as it leads you through Newport Centre. There is no need for this as you could use the old M4 as this already passes through the centre of Newport. I think you would speed up for a while and then stop again, when you hit the centre, as you do with the Brynglas tunnels at the moment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the purple route is not the best option as it again goes towards the city centre like the red route. The black route is more direct and therefore faster.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I'm sure the do minimum scenario would ease some congestion. However, it is clear to any user of the M4 a proper more committed resolution to the current problems is needed.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I leave this to the experts

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I leave this to the experts.

**Q7. Health Impact Assessment**

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

I leave the impact around the new road to the experts. However, I would like to comment that there would be an improvement in the health of the users of the M4 as they would have more time to be active and not just sat behind the wheel in traffic, which must be a good thing.

**Q8. Equality Impact Assessment**

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

I leave this to the experts.

**Q9. Additional comments**

Please provide any additional comments here.

An M4 relief road is needed. This will lead to countless business, leisure and tourism opportunities for the whole of Wales. Anything less than the best available option would be a huge mistake. I hear a figure of a £1 Billion being mentioned, it is worth this. Most major projects are measured in Billions, it's the Trillions most people would be concerned about.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

1. I oppose the plan because it would cause major, irreversible damage to the unique habitat of the Gwent Levels, an area of national importance for wildlife. The motorway would run directly through a number of protected areas that are nationally important for their wildlife. It would in essence cut the Levels in half and create a lethal barrier for wildlife. Pollution is also a risk and the new motorway could also spur further damaging development in the area.

2. This project would also be enormously expensive and cannot be justified at a time of austerity. It also wouldn't be fully operational until 2031, and more sustainable and cheaper alternatives could be implemented in the next few years.

3. There is no need for a new motorway across the Gwent levels. The traffic modelling which has been carried out in relation to the new road has been based on out of date data. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

4. I also question the climate impact of this proposal. Wales needs to cut greenhouse gas emissions by 40% by 2020 to play its part in tackling climate change. Not only will the road's construction and use drive emissions - it will further embed car dependency in the area and send out the signal that government lacks commitment to cutting emissions.

5. The poorest in society benefit least from such schemes but bear the brunt of the costs. I fear this scheme will contribute to poorer health due to air pollution, obesity and lower wellbeing due to loss of green space. By increasing car dependency, I believe this scheme will contribute to a more divided society, worse local environments and more 'car friendly' developments that exclude access to those without a car.

The Welsh Government must instead look seriously at sustainable alternatives.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There has to be something done to improve this section of the M4. It makes some sense too to make a complete new section as this will reduce disruption, however the worry is that this may not address the congestion as much of the traffic particularly at rush hour time comes from the existing junctions 24-27.

Traffic is still going to access the old road rather than the M4 leaving the motorway only for those travelling through the area. I dont feel that any route currently proposed is therefore ideal. The idea of these new routes rejoining the M4 after Junction 29 does not make sense either as this junction is one of the primary routes into Cardiff.

There is also a conservation worry with the route given it does affect the River Usk and this is something that will need to be addressed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There has to be something done to improve this section of the M4. It makes some sense too to make a complete new section as this will reduce disruption, however the worry is that this may not address the congestion as much of the traffic particularly at rush hour time comes from the existing junctions 24-27.

Traffic is still going to access the old road rather than the M4 leaving the motorway only for those travelling through the area. I dont feel that any route currently proposed is therefore ideal. The idea of these new routes rejoining the M4 after Junction 29 does not make sense either as this junction is one of the primary routes into Cardiff.

The red route is the least favoured option on my view as a 2 lane road seems to be a little pointless given how much traffic currently uses the 2 lane M4 that we have.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There has to be something done to improve this section of the M4. It makes some sense too to make a complete new section as this will reduce disruption, however the worry is that this may not address the congestion as much of the traffic particularly at rush hour time comes from the existing junctions 24-27.

Traffic is still going to access the old road rather than the M4 leaving the motorway only for those travelling through the area. I dont feel that any route currently proposed is therefore ideal. The idea of these new routes rejoining the M4 after Junction 29 does not make sense either as this junction is one of the primary routes into Cardiff.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is really not an option for the future development of South Wales.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I feel that providing all viable alternatives have been investigated there is a need for this improvement to ensure the economic growth of the area. It is hoped that all will be done to minimise the environmental impact.

**Q9. Additional comments**

Please provide any additional comments here.

The improvements are vital, my only worry is that the road will not improve the travel of the local population and only those who are travelling through the area.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the only sensible route. I appreciate the concerns about wildlife, but my experience is that wildlife just finds a new habitat - much more adaptable than humans!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would prefer a route that did not disturb a waste disposal site, where would the excavated waste be moved to? Black route is preferable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would prefer a route that did not disturb a waste disposal site, where would the excavated waste be moved to? Black route is preferable

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option! I live near to M4 junction 28, and now it is very difficult to get to J28 in the morning peak. Many new houses are to be built that will feed into J28, making matters even worse unless the M4 is relieved between Magor and Castleton. Further, the Brynglas tunnels are not only a bottleneck, but dangerous in as much as many motorists slow down in the tunnels, causing congestion and tailbacks.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This seems satisfactory. People must decide what is more important, good and efficient communications, or pretty flowers, etc. Seems to me like a no brainer!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No further comments.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Conditions on the A467 during the peaks are distinctly unhealthy now. A new M4 corridor can only improve this.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No Comments

**Q9. Additional comments**

Please provide any additional comments here.  
Just get the builders in, the sooner the better. We all need this motorway.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the best way forward would be to utilise the new dual carriageway that has been constructed on the Llanwern Steelworks site and to connect this road directly to the M4 at junction 23. Then where this road currently ends at Queensway to construct a new dual carriageway to link to the A46 Southern Distributor road. The part of this road (A48) which is not dual carriageway across the front of the Statistics Office could be easily upgraded to a dual carriageway as there is land on the park side of this road which could be used to widen the road and this road would then join the M4 at junction 28. Since there are works planned for the Tredegar Park roundabout any additional works could be planned to be carried out at the same time.

This surely would be the cheapest, less disruptive and quickest way to provide a relief road to the M4 and thus would cut down on the bottle neck which traffic created by the Malpas Tunnels. I cannot see any reason why this proposal could not be explored and would appreciate a response.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The new route of the M4 will deliver much less congestion, not only on the M4 itself, but the congestion on all the entry and exit sliproads of the current M4 and its junction roundabouts. It would also cut down the traffic noise levels, especially at peak times, to all residential housing within half a mile of the M4.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The current motorway route is not up to current regulations and is congested. Having a three lane motorway all the way from near J23 to J28 will hopefully help alleviate this.

But, it looks like you're planning to go straight through no fewer than 5 SSSI's. Not ideal.

Also, the route will cut across the National Route 4 cycle route which goes from the Transporter Bridge (or along the SDR when bridge is shut), north of the proposed route, to Goldcliff and Redwick, south of the proposed route. Some provision for cyclists to retain access to this route should be made.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not a feasible scenario. The current route is dangerous due to roads merging, leaving, joining, diverting etc, and the Brynglas tunnels are awful. Congestion too.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Please keep access to the cycle route National Route 4.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In looking at the plans for the proposals, I am rather puzzled by the fact that I can and do travel along a large percentage of the 'planned' alternative as it has already been completed!

Yes I am talking about the NEW section of roadway going through Llanwern Steelworks that was constructed by a company whose signs have yet to be taken down called BAM.

While along this NEW road one heck of a new development is planned with a significant number of new houses, along with a Retail Park and Business Units all coming onto the NEW Road around the back of Llanwern Steelworks.

CONSULTATION! I think someone is having a laugh as over 50% is already in place!

Dated 9th October 2013

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same comments apply to this section as were previously supplied.

Dated 9th October 2013

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Likewise comments as per Black & Red ('Proposed?') routes

Dated 9th October 2013

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having lived close to the M4 through Newport since it was first opened and therefore having witnessed the growth in traffic over those years I feel strongly that the current and projected future volumes of traffic must be provided with alternative routes around the city. The section from J24 to J28 is almost always busy as the data provided on the website shows. This causes delays and increases the level of pollution. For the good of the whole of south Wales a new motorway to the south of Newport is essential to the economy any chance of growth.

Only the Black Route offers any kind of sensible option; the other options are clearly sub-optimal and would, in my view, incur almost as much in cost of construction, create as much environmental damage all without without maximising the benefits of the new infrastructure.

We need to be brave and do the right thing - i.e. build the Black Route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is a sub-optimal compromise. The costs, financial and environmental, will be not be much lower and but the benefits will be much less than those of the Black Route. Taking the Red Route would be a "cop out".

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is just another "cop out". We need to be brave and do what is really needed to relieve south Wales!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the nightmare scenario and does not bare thinking about for those of us that live close to the motorway and use it daily.

**Q9. Additional comments**

Please provide any additional comments here.

The preferred scheme is long over due. We need to do the right thing and build the Black Route as soon as possible and avoid further procrastination.

Organisation:

Postcode: SA4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route looks to be the best option, it is the shortest route and maximises economic development opportunities south of Newport.

To avoid causing pinch points, the tie-ins to the existing M4 & M48 will need to be fully grade separated and achieved without recourse to conventional junctions, ie roundabout or traffic signal. It is vital to get this right first time.

Another critical area will be the point at which the road crossed the Newport North Dock. there is an opportunity here to transform the North Dock into a marina, by forming a new lock entrance to the river at the existing dry dock structure. This would both create economic development opportunities and be funded by the cost savings from the reduced the need to elevate the new highway at this point.

Finally a pragmatic, risk managed approach must be adopted to environmental issues, to ensure the affordability of the project.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The economy of south Wales needs this road now, so I see no advantage in building it in stages, which will significantly delay completion and increase cost.

The North Dock is seldom used and can be put to more beneficial use as a marina, which negates any benefit derived from this route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The economy of south Wales needs this road now, so I see no advantage in building it in stages, which will significantly delay completion and increase cost.

The North Dock is seldom used and can be put to more beneficial use as a marina, which negates any benefit derived from this route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Welsh economy is suffering with respect to the rest of the UK, unemployment (aprticularly young people) is high and many families are suffering poverty.

Modern fit for purpose infrastructure is essential for economic growth and given the semi rural geography of south Wales, public transport only benefits people who live in large conurbations.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The environmental effects of building this road can be easily managed if a responsible and pragmatic approach is taken.

**Q9. Additional comments**

Please provide any additional comments here.

Clearly the big issue is affordability and how the scheme will be funded. Borrowing is probably the only answer, this must be achieved at the lowest cost to the Welsh tax payer.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Fully in favour of the black route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not as good as the black route, but better than no action at all.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not as good as the black route, but better than no alternative at all

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Nowhere near sufficient to solve the congestion on the M4. Be bold and go for the black route.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The advantages of adopting the black route far outweigh the disadvantages that may be caused to habitat.

**Q7. Health Impact Assessment**

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

The black route should provide greater health benefits than is the case with current congestion and waiting.

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

Please take the decision to go ahead with the black route.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Dear Sir,

Whilst the M4 corridor might go some way to address the problem, inevitably there will be accidents, and traffic jams. In my experience the majority of the time i.e 90% of the time the motorway is relatively congestion free, apart from a brief period on Friday rush hour and when there are accidents. In my view the expense is not worthwhile. In addition whilst na M4 corridor might be of benefit to the Cardiff area it will have a significant detrimental affect for the residents of Newport. The main basis of this is that Newport will become encircled by two very busy roads. In addition for local residents to visit the south of Newport e.g the Wetlands area, St Brides etc, you would have to traverse a motorway which will inevitably have an impact upon this experience the area in general, and the local wildlife. Quite possibly this development will demote Newport to a gateway to Cardiff.

Organisation: STAG

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whatever route is adopted the use of current Public Transport must be taken into consideration. At Severn Tunnel Junction we have the opportunity to create a huge Park n Ride with space for over 1,000 cars. SEWTA have a study available that was drawn up by Capita Symonds and may be found at:

[http://www.sewta.gov.uk/uploads/documents/74/original/Severn\\_Tunnel\\_Junction\\_Final\\_Report\\_April\\_2011.pdf?1323427469](http://www.sewta.gov.uk/uploads/documents/74/original/Severn_Tunnel_Junction_Final_Report_April_2011.pdf?1323427469)

The report considers a link off the M48 and into the station, crossing the B4245. In addition, previous studies and groundwork were undertaken in the previous M4 study: this championed by Jeff Collins the then Project Manager.

At this time Severn Tunnel Junction has one of the fastest growing passenger uses of anywhere in Wales. Research indicates that passengers come here for onward travel and from as far away as Ross-on-Wye and Coleford in the Forest of Dean. Indeed over 25 per cent of all passengers travel there from the Chepstow and Dean Forest area.

At one time Wales Government were also looking at the viability of a link from before the tolls on the M4 Severn Crossing, into the station, as a means of reducing road vehicle traffic flows.

Rail and bus is not the total answer: but nor is road. With an increasing number of males under age 30 unable to afford car insurance it is essential, in our view, that the viability of Public Transport is again re-considered.

As for a re-routed M4 on the Black Route, we believe that a faster, trouble-free, road journey is essential for the economy of Wales. The ecological damage must be fully considered with the experts. But otherwise we urge you to move ahead as quickly as possible before Wales is totally left on the shelf.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no comment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no comment

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum is not acceptable: the world is moving on at a huge pace and failure to move with it will simply make Wales a backwater.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

None

Organisation:

Postcode:

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

There is no need for a new motorway across the Gwent Levels.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A good solution, which should provide a viable express route from the Second Severn Crossing to the M4 between Newport and Cardiff without using the Bryn Glas tunnels and without adding further complications to J28.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red route appears to displace existing roads and industrial sites, and would therefore seem to be more complex to achieve and less desirable than the Black route (providing, of course, that the Black route can span the docks without restricting shipping movements).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route appears to displace existing roads and industrial sites, and would therefore seem to be more complex to achieve and less desirable than the Black route (providing, of course, that the Black route can span the docks without restricting shipping movements).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The newly opened steelworks road route between Magor and the Newport Retail Park on Spytty Road, which forms an integral part of the 'do minimum scenario', is already proving not to be a "route of first choice" due to some notable inadequacies, viz:-

a) the failure to provide dual carriageways from Magor to the old steelworks entrance is in itself a bottleneck.

b) despite being dual carriageway westwards from the old steelworks entrance, the roundabouts interrupt passage and the speed limits are inconsistent (with part of the dual carriageway having a 40 mph limit as compared with the 50 mph allowed on the single carriageway part between Llandavenny and the old steelworks entrance). Users find this unattractive compared with the high speed roundabout-free link of the M4 between Magor and the Coldra.

If this route is to effectively take a significant amount of traffic off the M4 it must be made more attractive, otherwise it will (as at present) be largely ignored.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Environmental damage during construction is largely confined to a narrow strip, and archeological/historical material can be recovered and saved for museum exhibition.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Experience suggests that once built, motorway verges recover their wildlife (witness the number of birds of prey that can be seen stooping on the verges of established motorways). Environmental lobbying is probably overstated.

**Q7. Health Impact Assessment**

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

Appears to be comprehensive and adequate.

**Q8. Equality Impact Assessment**

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

Appears to be comprehensive and adequate.

**Q9. Additional comments**

Please provide any additional comments here.

Serious consideration should be given to combining the route from Magor to the western end of the old steelworks with the newly opened (but inadequate) steelworks road. This would avoid closely spaced parallel roads, and also furnish an attractive alternative to the existing M4.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The need to address reliable journey times and capacity is now critical. This scheme and route should be of the highest priority with an early delivery date.

The complementary measures particularly the B4245/M48 link are must haves and cannot be dropped.

The reclassified existing M4 must have a sufficient ongoing maintenance budget passed to its new "owner"

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route does work but the western end is too close to Newport City Centre.

A dual carriageway with possible associated junctions is not good. On/Off movements with the increased risk of accidents, the presence of non motorway traffic increase the risk of slower and unreliable journey times.

Phased delivery is too slow, A solution is needed now.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is too close to Newport City centre , particularly Duffryn.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a high risk the do minimum schemes will be delayed for financial or political reasons. The need for a solution is needed now and not in 2035.

**Q9. Additional comments**

Please provide any additional comments here.

A solution is needed urgently, this is the main artery for business and tourism into Wales. It cannot be fudged any longer.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think that this will solve the problem as it will relieve no traffic getting off the motorway before junction 29. It is too much of a detour for people to use and wont solve the main problem which is the Brynglass Tunnels

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option will only take traffic carrying on past junction 29 and will not help any traffic heading for Risca, Cwmbran, St Mellons etc. It will not relieve enough traffic from the Brynglass Tunnels

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option will only take traffic carrying on past junction 29 and will not help any traffic heading for Risca, Cwmbran, St Mellons etc. It will not relieve enough traffic from the Brynglass Tunnels. This option also puts a three lane motorway very close to a housing area.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

You cannot ignore the problem and do nothing. Recently every evening i could queue some times from the Severn Bridge just to get to Tunnels. A journey normally taking 20 minutes normally takes well over an hour to commute.

**Q9. Additional comments**

Please provide any additional comments here.

Why can't a bridge be built up over the top of the Brynglass Tunnels? Whatever option of diverting traffic around Newport in my opinion will not work

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Thank you for the opportunity to comment.

As someone who uses the M4 Magor to Malpass stretch every day, I believe strongly that the "Do Minimum" option is completely unacceptable and would be just sticking our heads in the sand.

Please start work on the "draft Plan - Black Route" tomorrow. It will address the problems and achieve the goals of the M4 corridor to a very large extent.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red route would be acceptable, and would largely address the problems and meet the goals. Nevertheless, the black route is the better option

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Purple route would be acceptable, and would largely address the problems and meet the goals. Nevertheless, the black route is the better option

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is an absolutely unacceptable option. The nightmare problems would continue.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having been in business supplying industry in South Wales I firmly believe this road is well overdue and should be implemented URGENTLY. The black route seems to be the most practical route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route appears to disturb existing infrastructure.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again this route infiltrates existing infrastructure.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too date this negative option has had an adverse affect on industry, tourism and peoples daily lives to an unacceptable degree for to many years. I cannot understand why this modification to the now out of date route through Newport and not around has not been classified as an arterial European route with access from the country of Ireland to mainland Europe. Surely funding from the EU would benefit this programme.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I visit France regularly and wish we took a leaf out of their book as their on going road building is something to be desired. I believe the environment can look after its self with minimal interference.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As said previously they will look after themselves.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
As I have lived quite close to the M4 for 30 years I do not have a problem.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
We all have to make some sacrifices for the better of the majority.

**Q9. Additional comments**

Please provide any additional comments here.

Please less talk and more URGENT action. I sincerely hope I will be alive to see the benefits to South Wales this route will make.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please go ahead and build this as soon as practically possible. My only way out of Wales is through this M4 bottleneck, and getting caught up in the traffic jams is not my idea of fun. The train option is very expensive, not disabled friendly, and in-direct; the coach option is infrequent, not disabled friendly, and in-direct, leaving the only viable option as the car.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Anything other than a motorway would be a white elephant. Long distance travellers are not going to do any research to see if there's a "better" way along a dual carriageway, they're going to just look at the map, see the M4, and take it in its entirety. All the red route would do is provide some local people a direct access point to Newport City Centre. I would have expected the plan to be to displace the long-distance traffic away from the unsuitable existing M4 stretch and move them to a road more suitable for long-distance traffic.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do Minimum Scenario = Economic Suicide for Wales.

The Do Minimum Scenario will strangle South Wales and irreparably damage it for business and tourists for a long time to come. Unfortunately, it will be the next generation that will hit with this decision. Our children will ask in 20 years time, "Why didn't you do anything", and to be honest, I don't think I would be able to look them in the eye and tell them the answer!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

If you're that worried about the Environment, then consider elevating the motorway like they do across the Tundra in China, or put it into a tunnel. If we've decided as a nation to only build on 4.1% of Wales, then I'm sure we can allow one development that would ease the suffering on so many levels, even if it means we introduce a small line of tarmac through what would otherwise be part of the 95.9% that we haven't populated.

**Q9. Additional comments**

Please provide any additional comments here.

If you don't build the Black Route, then close Junctions 25, 26 and 27 as part of the end solution - the motorway should only have long distance journeys on it, local routes should instead be using trunk and primary routes instead. Each of these junctions would instead be serviced by the existing A48/A467/A4051/A4042 routes from Junctions 24 and 28, and move local traffic where they belong - on local roads.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is extremely difficult to respond to the draft plan for the preferred (black) route because there is no information regarding the junction strategy. As you will be aware, the section of motorway between J23 and J29 would be perfectly adequate for the current volume of traffic, as long as there was no traffic joining or leaving the motorway. It is the introduction of junctions that causes traffic to slow down, this is particularly evident at junctions 25-29 inclusive both east and west bound. It is equally likely that the preferred route will suffer from the same problems.

In light of this it is impossible to reliably state whether the plan will address the underlying problems currently experienced on the M4 corridor.

In addition, I could not find any mention of the affect of the plan for traffic travelling from the Midlands on the A449 and joining the motorway at J24. This is a major route for northbound traffic, especially when the Severn crossing bridges are closed or restricted due to inclement weather conditions.

In summary, the draft plan is too incomplete to elicit a properly informed response.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation appears to display an unashamed bias to the preferred route rather than presenting all three as options open for consultation. For example, for the red route it states "Delivery could thus be phased with availability of funding. However, the main benefits would only be realised when the route is complete." If the consultation was fair and transparent it would also acknowledge that the main benefits of the black route would only be realised when the route is complete. In addition, negative impacts of the red and purple routes are prominent yet there is no equal mention of the negative impacts that the black route would pose.

In summary, it is impossible to make an informed decision when all of the options put forward for consultation are not presented with the same degree of transparency.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments to this question mirror my earlier response to questions 1 and 2 (i.e. the consultation appears to display an unashamed bias to the preferred route rather than presenting all three as options open for consultation. There is no information regarding the junction strategy, important because it is the joining and exiting traffic which causes the flow of motorway traffic to be affected. Negative impacts of the red and purple routes are prominent yet there is no equal mention of the negative impacts that the black route would pose. It is impossible to make an informed decision when all of the options put forward for consultation are not presented with the same degree of transparency). It is not made particularly clear that the purple route is simply an alternative route for the proposed re-routed M4 and, again, the information is incomplete because there is no mention of a junction strategy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is unfair to refer to this option as the "do minimum scenario". Your consultation document briefly outlines the improvements that are already being implemented, those which will be done shortly and those which are planned. This "minimum" is likely to have a significant and positive effect on traffic in and around Newport and for traffic travelling beyond the city yet there is no mention about the expected effect of these improvements. It is likely that many people will infer that if the do minimum scenario is chosen then the very least will be done and that there will be no net positive effect, therefore, the black route is the only option for improving the current situation. I reiterate my earlier concerns that this consultation is unfairly biased and lacking in objective transparency.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The significance criteria on page 36 of the SEA do not exactly match those given on page 29 of the consultation document. It is confusing when you choose to present the same information using differing criteria to an un-specialist audience.

The "permanence of effect" column is missing from Tables 12-23 (pp43-90).

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

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

No comment.

**Q8. Equality Impact Assessment**

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

No comment.

**Q9. Additional comments**

Please provide any additional comments here.

The consultation document does not consider the effect on current motorway users who join the motorway from the north at junctions 24, 26 and 28. Should either the black or purple route be given the go-ahead and the current motorway be reclassified and modifications made such as addition of traffic signals, new interchanges, property access, ground level access, etc. then there is likely to be an increase in journey time for a significant number of users. There has been no assessment on the number of people likely to be affected or the nature and magnitude of the adverse effects likely to be experienced by these users.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I note the document's information regarding increased use of the M4 and agree that action needs to be taken to increase safety as well as improve the area's ability to compete economically. The black route overall appears to be the best approach, however there is significant ecological impact. Therefore whilst I support the proposal, I consider that measures to minimise the impact should be considered and actioned where possible.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Should Black route be adopted it will have less impact on communities and other civic amenities. However, more should be done in relation to the preservation of wildlife habitat and cultural heritage (too much has been lost from Newport already). There should not be any downgrading of the existing M4 route as this will result with unnecessary congestion on a road designed to move traffic quickly. With both the existing route and the black route working as fully fledged motorways traffic will move quickly and efficiently around Newport and there will be less impact on traffic flow should an accident close the black route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will only provide minimum benefits and will impact on communities more than the black route. Is likely to result with further roads, or remedial measures in the future.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is will have little impact on traffic, but maximum adverse impact on communities and civic amenities. It will also result with a need for widening work or further roads in the future. A failure to adequately tackle future traffic needs now will cause more environmental and cultural damage in the long term.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

More accidents and traffic congestion will result making Newport and South Wales a miserable area to travel through. For a gateway city the Do Minimum scenario does not provide much of a gate for visitors.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please consider carefully whether this new road would address in the long term the causes of the problem, in this instance too many vehicles which given suitable alternatives could turn into public transport journeys. No doubt in the short term following construction traffic load would be aided, but I would be interested to see research into what has happened elsewhere when new roads have been constructed. Have they, eventually, filled up again? For me this would be one of the key factors in whether the project is the best use of the investment, as alternatives around significant improvement in facilities for public transport, cycling and walking routes etc, could provide a better long term option. This not to say that it isn't, but I feel that with increasing importance of sustainable development, the case for a new road needs to reach a higher standard of evidence than in the past.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is great news that the Welsh Assembly is considering a second motorway -- this is much needed. I think the black route sounds like the best option, since it does not seem to go too close to housing or other sites for potential development. It also sounds like the least disruptive while it will be being built.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This does not seem adequate. Also, it goes too close to people's houses, which will inevitably decrease their property value, as well as degrade the standard of living in the neighbourhoods nearby, and it seems like a rather disruptive route to build.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This seems better than the red route but not as good as the black route. As with the red route, it goes too close to people's houses, which will detriment the property value and quality of life there.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not really an option. If Wales wants to improve its economy and connectivity with the rest of the UK, then it is crucial to build another motorway -- really, this should have already been done years ago.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is my preferred option. This will remove the restriction placed on the M4 by the Brynglas Tunnel, and will allow the area north of Newport to develop more safely. South Wales needs a motorway, and any option that removes one or restricts its usage will not be beneficial.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that this option provides the best solution to the problems currently faced by the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that this option provides the best solution to the problems currently faced by the M4.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The worst solution! Something MUST be done, and doing the minimum is NOT an acceptable solution.

**Q9. Additional comments**

Please provide any additional comments here.

None of the solutions is without drawbacks, and the benefits of the chosen solution must outweigh those drawbacks. I believe that the Black Route provides the best solution.

Organisation:

Postcode: np7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this is a good direct and realistic option for an effective solution that should have the highest priority.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this route is less satisfactory than the black option especially as it is not full motorway standard and is at risk of being done piecemeal. We have already experienced the problems this creates with the ridiculous saga of the never ending dualling of the A465 Heads of the Valleys road that has blighted traffick for over a decade with more disruptive works scheduled until 2017.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this option is less direct than the black route and is less useful as a road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this would be a disaster for the economic life of SE Wales as further inward investment would be inhibited by the current poor quality of the road network.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

the SEA report is useful and realistic but we must prioritise people and communities and their economic/ well being over some of the more eccentric claims of some environmentalists. None of the sites mentioned are truly natural and all are products of previous human activity so they should not be accorded a status above human beings.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

the mitigation activities appear appropriate

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
this appears satisfactory and balanced

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comments

**Q9. Additional comments**

Please provide any additional comments here.

the black road should be adopted and a program of work initiated as soon as possible - with every passing month we are losing potential customers due to the shortcomings of the existing road system around Newport. This initiative will do much to secure our economic future in SE Wales

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The current plan is devoid of information on access points.

Magor residents could access at J23A for declassified M4 west and M4 east but not clear if or where access would be provided for new M4 west. Suggest access point from new Steelworks road at Redwick turn off. Access into Newport looks to be difficult unless something is done within Newport itself. The main bottleneck is the Alexandra Gate junction. Plan does not appear to have any work to alleviate the A48 bottleneck from the Statistics Office roundabout to M4 J28. Forge Lane issues appear to be left unresolved.

Black route is ideal for the "Barrage".

Black route does not appear to provide anything for goal 15, quite the opposite. introduce additional supplementary measure for cycle/ pedestrian path on B4245 from Undy to Svern Tunnel.

Support M48 to B4245 link.

Remove Severn Crossing tolls to ease flow into Wales and to make area more attractive for business and leisure travellers.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Comments on the black route mainly apply here.

Assuming there is an access point west of Newport to the SDR, which the red route touches, this would make the A48 congestion worse at the Statistics Office roundabout and J28.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

So little different from red route that no further comments made.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Need to redesign the Tesco/ Spytty roundabout and provide direct access to retail park from the new Steelworks road. This would ease the additional congestion that has come about from the new road and the major expansion of the retail park.

Plans for J28 on M4 would appear not to resolve the Cardiff Road and Forge Lane access issues. Perhaps need to look at the re-design Coldra roundabout which seems now to work.

Would request that the B4245 - M8 link and the Undy to Severn Tunnel cycle/ pedestrian path be added as they are very low cost with massive payback.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will provide 2 routs to by-pass Newport, with the main one being south of the city were it should have been in the first place. The tunnels can then be used for local traffic. but will still be available fi there are problems on the new motorway

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This I dont think will work as well as the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

NO

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am absolutely against putting any kind of road through the Wetlands. Not only is this an extremely important area in terms of drainage, it is a site of national Special Scientific Interest, and an area of Outstanding Historical Interest, vital to this part of Wales in terms of the environment, which supports many jobs in the area. I dont feel that the road is necessary, and could be managed in other, more appropriate and less damaging ways such as sustainable transport and traffic management. These options would also be cheaper.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We do not need this development! We haven't even seen how the A4810 would reduce traffic queues in an accident in Brynglas Tunnel yet. Traffic is reducing, not increasing. The people don't want it, our future are the wetlands and tourism. The cost is prohibitive, WG will have to borrow billions which the Welsh people cannot afford. We need investment in our communities. True some investment in local roads would be useful eg A48. Newport will be totally cut off!

Spend our money wisely WG people! The public have long memories. Experts do not agree with plans that the minister has foolishly favoured prior to consultation. IT IS NOT NECESSARY AND TOO EXPENSIVE! Try listening to the people and take those of us who will be affected's advice. Big business does not consider anything but profit. This is a short term decision with awful consequences for our Welsh ancient habitats and is unlikely to be used effectively.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I welcome the proposal and back the draft plan for the 'Black Route'. I have long found the road between J24 and J28 to be woefully inadequate. Whilst I do not travel this route every day (fortunately) I do use sections within these extremities often and have seen numerous 'near misses' as drivers fight for lane and access/ egress. The bends near J27 are a particular black spot for driving standards.

I am happy that enviromental issues have been well considered.

I feel that the economic benefits would be un-disputable, not simply by 'keeping west of Newport open' but in the everyday stress relief of a free moving road that the Black Route would provide.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not a fan of the 'Red Route'. I think it goes too far north into Newport thus creating an unnecessary bend in the road and possible noise to residents.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not a fan of the 'Purple Route'. I think it goes too far north into Newport thus creating an unnecessary bend in the road and possible noise to residents.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the 'do minimum scenario' is unacceptable. Something must be done!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am happy that enviromental concerns have been addressed.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I am happy that habbitat regs have been addressed.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I am happy that the health impact has been considered.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Nil.

**Q9. Additional comments**

Please provide any additional comments here.  
I hope the Black Route happens.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

Personally I do not believe that a new M4 should be built, for two main reasons: the negative environmental impact; and the money would be better invested in changing travel choices. In addition, research should consider the aging population and the need for children and young people to get to education. These aspects together should govern what measures are invested in by the Welsh Government. If the Welsh Government really want to make a difference, I think they should specify a motorway that performs an environmental function, i.e. the route should run along the very edge of the Gwent levels to provide the necessary flood defences against calculated sea level rises specified by both the UK Environment Agency and Natural Resources Wales and accomodate wind turbine sites for power generation. This proposal would be vastly more expensive but funding would come from Departments in addition to Transport and provide a source of real income rather than suspect theoretical calculations. Best regards.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support this as the ideal solution to the problem. It will provide an adequate through motorway route into South Wales that is so necessary and overdue.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a half-baked compromise which will still leave the tunnels as an obstacle on the through motorway route into South Wales. It might provide a better alternative route around Newport than we now have but it will still be second rate.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't see the point. The black route meets the need.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Simply not acceptable. It achieves nothing. Pointless.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

347 pages of political waffle. That is why worthwhile projects take so long in this country and why they cost so much.

**Q7. Health Impact Assessment**

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

Unscientifically, a decent route around Newport and the tunnels will clearly cut down emissions and improve the health/blood pressure of drivers struggling through the present route.

**Q8. Equality Impact Assessment**

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

A totally pointless politically correct exercise. It must be against my human rights to be stuck on the M4 for three hours, as I was a couple of years ago when the tunnel was blocked, but nobody worries about that!

**Q9. Additional comments**

Please provide any additional comments here.

An alternative route around Newport missing the bottle-neck of the tunnels is so obviously necessary to maintain the prosperity of south Wales. It has been for a long time although only a couple of years ago the Transport Minister told me the existing dual carriageway south of Newport was adequate. Granted some consideration has to be given to wildlife and the environment on the proposed route but unless we have a prosperous economy it won't get protected anyway. The route is essential and should be proceeded with without delay.

Organisation:

Postcode: Np26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this plan would just more congestion around Newport as any traffic using this route would have to either cross Newport from the A467/A4051/A4042 and other or travel back to J23 or J 28 etc to access the new route thus causing longer journies and more pollution.

The main issue for the current M4 is the pinch points at J25 and 26 where lane switching at speed across the carriageway, Perhaps the closure of these junctions and placement on both J 23a.28 of Newport East and West signage to direct traffic down the new link roads and relieve current traffic volumes

Newport has more exits Off the M4 than Cardiff closing the above where alternatives already exist would be far more cost effective and sensible than the huge expense of a new build across the flat where in addition to cost ,severe weather conditions would be encountered ( As A12 Ipswich fog etc)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

main issues are as per Black route and again totally ignores the new J 23a link road built at huge expense to motorway standards and would not in the main impact so badly as Red/Black proposals , a new short link improvement on the SDR and a shorter bridging of the Usk would cause far less impact on the environment and be far cheaper in engineering challenges and costs

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As already stated we should be looking at utilising the new link roads from j23and linking this across the lower town to relieve the current M4 shambles which despite your spurious figures as a regular M4 users the only normal issues are at peak times mainly due to bad driving practices near junctions,couples this with a reduction in junctions and direction to the link rosds would considerably reduce the current "rush hours" very small delays

The references to improved cycle and walking use is a " red herring" as you would still be using the current infrastructure which 1, the M48 /B 4235 would improve the traffic issues in Magor but Caldicot etc is too far for Cycling/walking and without special paths of cycling lanes the roads are far too dangerous , try using the Cycle route 4 into Newport to prove this , potholes very bad surfaces and dangerous junctions

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See comments re Purple route , At far less cost join all current facilities and improve things across town generally without spoiling the coastal reaches across lower town at far greater cost and damage to the environment

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

To not utilise the new STEELWORKS ACCESS ROAD and improve the SDR to a smaller river crossing makes more sense than than ruining the future use of the SSIs on the coastal levels  
As the steelworks road is built to motorway standards this would have a far lower cost and improve the whole access across southern Newport,

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again use what is already here and do not ruin the coastal areas for the future. the traffic flow data does not add up and the projections for future use do not allow for the huge fall in traffic flows in the last 5 years ALL UK traffic is now 25% less than then your stats do not recognise this. It also appears that the capacity figures are very over stated other than current issues at Brynglas Tunnels which are easily solvable with extra tunnels far cheaper than a new motorway and as traffic will still have to use the current road these will persist and need tackling at some time !

### **Q7. Health Impact Assessment**

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

As any new scheme would still generate at least current volumes of traffic all a new road will do is move pollution and noise through and across town ,

### **Q8. Equality Impact Assessment**

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

Residents who would be affected by these proposed schemes also have Human rights and should also be considered and not have to endure the effects of these badly thought out schemes, in the beautiful areas on Severnside " Once its gone its Gone "for ever !.

### **Q9. Additional comments**

Please provide any additional comments here.

In these financialy strict current climate with limited finances and land it just does not make sense at all spending £millions more across a unique coastal flats area with more concrete and steel piles when the current M4 is with a few simple measure be adapted to be capable of carrying increased traffic flow.

Clearly the worst affected is at J 26 at Brynglas your should still consider extra tunnels where only a very small area would be affected with huge benefits to the whole M4 corridor now and in the future See notes re closure of some of current junctions and traffic management using a M4/ West/East gyratory system for the south of town cutting volumes on the M4.

To not use the Steelworks access road and links along the SDR with some work on the stupid large roundabouts near Tesco /Lidl/ and a new link across the docks area to link up with the J28 area.

It appears that you have also not considered two main issues that would affect these schemes.

1. The coastal area is subject to severe weather in autumn/winter/.spring, ie High winds fog and gales etc

2. Traffic currently entering from the north of Newport would still have to cross town to use any new schemes making the Newport area more congested and polluted.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that an alternative route to the existing M4 through Newport is badly needed and that the Black Route appears to be the best of the route options presented.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My view is that the Red Route is less attractive than the Black Route due to its much closer proximity to Newport town centre.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route, like the Red Route, is less favourable as it passes too close to Newport Town Centre.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any further growth in traffic on the M4 through Newport is a matter for concern as this section of motorway is already congested and the do-minimum situation would suggest that this situation will just get worse. The existing road is a very poor gateway into South East Wales and the legacy that the do-minimum option would leave is good neither for Newport or for South Wales in general.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will relief traffic congestion on the existing M4 around Newport and allow the smooth flow of traffic through Newport to the west . This is much needed because if allowed to get any worst it will damage business and Tourism in South Wales

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that it will solve the issues around Newport but I think they will simply be transferred to Cardiff. The effect on Magor needs to be mitigated, in particular by (i) not coming too close and (ii) new access to the M4/M48 to the east of Magor.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no view on this

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no view on this

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

it may be worth giving the new road through Llanwern a while to see if it has any effect before going for the full scheme

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I'm concerned with the potential environmental effects. Even with the measures, it strikes me that there will still be a large impact environmentally

**Q9. Additional comments**

Please provide any additional comments here.

If the M4 goes ahead as planned, I feel that noise and pollution abatement measures should be a priority. Also disruption to local residents during the construction phase should be avoided.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

By far the best long term solution to M4 congestion around Newport, which ensures that traffic will still be able to flow even if there is a major catastrophe on either the existing motorway or the new black route motorway. It will also significantly increase the quality of life for Newport residents.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an acceptable solution, with the red route not being a motorway, the existing motorway will remain very heavily congested and no reduction in pollution in Newport

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Considerably inferior to the black route, but still an acceptable and effective long term solution. It would be a pity to use this option which prevents Newport's expansion into the "East Expansion Area" and brings the new motorway closer to the city.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Absolutely unacceptable, there will be ever increasing instances of gridlock in Newport and businesses driven out of South Wales due to dis-functional transport infrastructure. Also increased pollution and suffering for residents.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It confirms that the black route is the best option, the do minimum scenario absolutely unacceptable, the red route not acceptable and the purple route acceptable but sub-optimal

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Shows the do minimum scenario to be unacceptable

**Q9. Additional comments**

Please provide any additional comments here.

Please re-open the junction 25 eastbound exit slip and westbound entry slip roads onto the motorway to facilitate a reduction in congestion in Newport town centre and reduced journey distances and times.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think its a great idea and is long overdue

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Fine but black route better

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is not enough. A complete project needs to be done as soon as possible

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that this scenario will provide short-term relief for Newport but will, like the current M4, prove in time to be inadequate. Experience from across the country demonstrates that the more roads you build, the more vehicles you attract. M25 is a case in point. It will take no time at all before we are consulted again on how to alleviate the congestion that has built up on both M4s. The impact on the environment will be, if not disastrous, then at least seriously damaging and will destroy the habitats of certain species. Others will continue to exist, but that's about all. The whole project, regardless of which scenario you choose, has to be seen as a whole. It is quite ludicrous, to my mind, to talk about the Welsh Government looking at public transport as part of a metro plan for a Greater Cardiff conurbation but these three alternatives are being viewed in isolation. There's not much of a strategic approach here at all. Adequate public transport links negate the need for cars because people can get to where they want. Most people who work in London use public transport and that's the scenario we should be aiming for. However, seeing as the people overseeing the Greater Cardiff idea can't seem to get started unless they have the right 'branding', what hope do we have?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario will eventually encounter the same problems as the black route and so my comments are the same.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario will encounter the same problems as the other two road schemes. Please see my comments for the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As this involves no road building, the impact on the surrounding environment will be, as the document shows, neutral. The only impact will be on the traffic but my comments in the black route encompass this.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The findings in the various sections are neither revelatory or surprising. Any road building scheme will not improve the natural environment, it will only aid swifter movement, for a while, for vehicle users. The trade off will have to be whether we wish to diminish our environment and the habitat of other flora and fauna for economic growth or try to find other solutions. No-one will want to have a motorway at the bottom of their garden and people I know who live near the current M4 are generally in sufferance. This then brings in the scenario that most people don't want to live near a motorway and would rather be in the city centre or near the rural idyll. However, living in the idyll means a commute to work, so off they trot to the motorway and are happy to have it as long as it's not near them. We're all NIMBYs at heart. But how hard do we want to work to find viable alternatives to the same hackneyed formulae that these scenarios represent?

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Nothing to add to my previous comments in Q5

### **Q7. Health Impact Assessment**

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

This also gives rise to the choice of direction we wish to go in. I notice, for example, under Do Minimum, we have this:

A Do Minimum scenario would be detrimental to the environment as it would not, for example, achieve any improvement in air quality or noise, meaning that the Welsh Government and Newport City Council would not be able to fulfil their statutory duties for managing local air quality under Part IV of the Environment Act 1995, to meet the EU limit values for pollutants for the four Air Quality Management Areas which were declared as a result of emissions from traffic on the M4 motorway.

I can't quite see how building additional roads is going to make this any better. In fact, another motorway is only going to multiply the problem by two.

I appreciate the trade-off in cleaner air against driver stress but I imagine you know where I stand on that now. More traffic means more fumes (particularly from diesel engined vehicles such as lorries) and this will impact more on people and the environment, adversely affecting both.

### **Q8. Equality Impact Assessment**

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

Interesting in that the assessment of the Do Minimum scenario talks about continuing congestion impacting on both car and public transport users and access to services, places of employment etc. The obvious thing to me here is that there are too many vehicles, so why not have fewer vehicles that take many people at once?

**Q9. Additional comments**

Please provide any additional comments here.

I appreciate that the issue has to be addressed. I wish we could see some intelligent thinking about areas such as working practices e.g. encouraging people to work from home. That's up to employers and I understand that not all jobs lend themselves to that - but plenty do and I suspect trust is the issue. Also, we live in a digital age where skypeing, video conferencing, emails and documents being sent electronically are the norm and increasing in frequency meaning we don't always have to travel to meet or communicate. I don't think I can emphasise enough that this should be being seen in the round alongside any proposal for a Greater Cardiff metro area: we need an encompassing strategic approach, not a piecemeal approach. Transport links across the Valleys are woeful; bus routes are cut back and because they're not frequent enough or close enough, people resort to their cars, thereby exacerbating the problem. The new line to Ebbw Vale has proved popular and trains are frequently rammed with passengers - but they're not in cars which has to be a bonus. Some courage is needed here to get transport integrated into the system; yes, people can be reluctant at first but if it's good, clean, frequent, reliable and accessible, then it'll be used cf. London Transport. Another economic benefit would be the construction of rail lines, tramways, even metros, that would provide jobs, as would operating the vehicles once it's up and running. Let's look at other conurbations both in the UK and abroad and see how they do it. I came from London a few years ago and I love the greenery and the peace and quiet here. But I also want to see Newport and the whole Cardiff-Newport corridor and upwards thrive. But let's build it with a much longer-term vision than this. Let's not destroy what's good and replace it with the blundering myopia of previous planning exercises that we've seen elsewhere. Here's a chance to be innovative and bold so let's seize it and become the new model.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On looking at the draft route plan for the M4 relief road I can see that the black route is the only option. The red route is much too close to the school and looks like it travels over the flood plain. We live on Beech Grove and already have incredible noise from the dual carriage way running along side the river (Docks Way). We have tried unsuccessfully to get sound barriers across the bridge. The further away from this residential area the better.

I hope you take on my concerns when deciding which route option will be taken.

Organisation:

Postcode: cf3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I can understand the need to try and ease the traffic problems in and around Newport on the M4, but fail to see why there is a need for a new relief road at its present huge cost.

The proposed route cuts through the sensitive area of the Gwent levels and in light of recent allegations over the way that they have been managed, any new construction could cause major problems with its important drainage. These levels have been in place for over 100 years, what guarantees are there in place of the proposed scheme will not interfere with this.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The huge cost of any scheme should be against what it would cost to improve the existing road network. Recently a new dual carriageway opened from the M4 at Magor and has yet to be sign-posted as an alternative route when hold-ups occur towards the Coldra interchange. There is a need to improve the junction of this new road where it meets with the existing ring road at Spitty.

At times when the M4 is congested or closed the Newport ring road could, with suitable improvements, cope with the traffic. More management and road upgrades are needed at certain points to improve the flow of traffic, giving priority to the motorway traffic when the M4 is closed. The Tredegar roundabout needs a definite improvement to prevent a build up of traffic entering the island from various routes, especially at rush hour times. Perhaps more fly-overs could be incorporated into this road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a minimum action to take please consider these suggestions:

1. To paint the entrances to the tunnels brilliant white and clean walls of the tunnels more frequently.
2. To increase the speed in the tunnels to sixty mph but in times of congestion slow traffic to 50/40mph before the Coldra interchange, thus spacing traffic more.
3. To ban all HGV's and towing vehicles from using the outside lane when it becomes a two lane motorway before, during and after the tunnels.
4. To put in place an emergency plan to "man" certain junctions along the Newport ring-road when the M4 is closed to prevent grid-lock at some places.
5. To divert light traffic at the Magor junction at times of serious congestion to use the new dual carriageway past Llanwern to ring-road.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having perused the plans I would go with the black one but have one question: exactly how near Celtic Horizons would the motorway be?

Organisation:

Postcode: Np20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 corridor around Newport requires a new motorway, The black route must be the first choice as it addresses all the problems and achieves all the goals.

The new motorway would form part of the European transport network and provide increased accessibility, network resilience, safety and would significantly improve journey time reliability. along the M4.

A new route to the south of Newport would help reduce air pollution along the route of the current M4, improving conditions in the Air Quality Management Areas. This will become more significant with more stop start traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route would have to be the third choice for a route, It is not a motorway or a long term solution. I would say it goes 70% of the way to addressing the problems and achieving goals. It has more problems to be resolved and risks delaying the start of the project. It does not benefit from TR111 protected route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route is a good second choice being a motorway and achieving the goals. It has more problems to be resolved and risks delaying the start of the project.

**Q7. Health Impact Assessment**

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

A new route to the south of Newport would help reduce air pollution along the route of the current M4, improving conditions in the Air Quality Management Areas. This will become more significant with more stop start traffic.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I live very close to Junction 24 of the M4 and use this junction and stretch of motorway daily. Most days the motorway gets congested leading up to the Bryn glas tunnels west and east bound and there is quite often accidents and incidents leading to the tunnel, mainly because the motorway goes from three lanes down to two, high levels of traffic, and junctions before and after the tunnels on each side of the motorway. The traffic often comes to a halt or moves very slowly through here.

By building another motorway around Newport this would ease congestion and take the pressure off this stretch of motorway leading to fewer incidents and accidents. It would quicken journey times for commuters who would be able to bypass this stretch and would promote commuting to Wales to work.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
- It is a proven fact that new roads encourage more car usage, creating more congestion, not reducing. This scheme will merely shift the congestion to other parts of the network.
- Environmental Damage to Gwent Flats is unacceptable due to pollution, disconnection, noise.
- Money spent on fuel leaves the economy - where as money spent on public transport benefits the local economy.
- Nottingham Tram Business Plan shows that real access to jobs and growth and social inclusion is created by public transport routes, not through private car networks. 3 million car journeys were taken off the road when the tram network was implemented.
- By 2035 people will have experienced a modal shift away from cars due to rising fuel prices.
- The data is misleading - many other studies indicate that car usage has peaked and will decline over the next 20 years, so the critical / severe operational limit will not be reached.
- Over 40% of congestion is caused by on / off transitions. Public transport schemes will reduce this and will be beneficial for the environment and social inclusion etc.
- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
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- Over 40% of congestion is caused by on / off transitions. Public transport schemes will reduce this and will be beneficial for the environment and social inclusion etc.
- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
- It is a proven fact that new roads encourage more car usage, creating more congestion, not reducing. This scheme will merely shift the congestion to other parts of the network.
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- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Do minimum scenario would allow serious debate and allow for extra investment for sustainable transport methods, which would reduce noise, pollution and would encourage social mobility and inclusion.
- It would not destroy more natural habitat which is positive.
- It would encourage sustainable business by deterring car use.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA is flawed as the only options are 'build roads' or 'do nothing'. This is not a holistic appraisal as it does not include major public transport infrastructure, which would show that the impacts of a road are negative and not positive.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
- It is a proven fact that new roads encourage more car usage, creating more congestion, not reducing. This scheme will merely shift the congestion to other parts of the network.
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- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

### **Q8. Equality Impact Assessment**

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

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
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- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

### **Q9. Additional comments**

Please provide any additional comments here.

- The M4 Corridor will not achieve the goals of reducing congestion or pollution.
- Private cars are not environmentally sustainable and it is a misrepresentation of the facts that a new road will encourage a shift away from cars to more sustainable transport methods.
- It is a proven fact that new roads encourage more car usage, creating more congestion, not reducing. This scheme will merely shift the congestion to other parts of the network.
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- Over 40% of congestion is caused by on / off transitions. Public transport schemes will reduce this and will be beneficial for the environment and social inclusion etc.
- Motor traffic accidents are one of the highest forms of accidental deaths and serious injuries within the UK. This will add to the problem, with more miles added to the network.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do this commute daily. The journey currently from junction 32a to Bristol takes anything from 35-40 minutes to work and 55- 60 mins return. This is worse on Fridays. My return journey I spend significant time queing from the Celtic manor to the the otherside of the Bryn Glas Tunnels.

I think this route will significantly improve this.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do this commute daily. The journey currently from junction 32a to Bristol takes anything from 35-40 minutes to work and 55- 60 mins return. This is worse on Fridays. My return journey I spend significant time queing from the Celtic manor to the the otherside of the Bryn Glas Tunnels.

I think this route will significantly improve this.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do this commute daily. The journey currently from junction 32a to Bristol takes anything from 35-40 minutes to work and 55- 60 mins return. This is worse on Fridays. My return journey I spend significant time queing from the Celtic manor to the the otherside of the Bryn Glas Tunnels.

I think this route will significantly improve this.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the do minimum scenario will have little or no effect as travel volume increases. In order for Wales to remain competetive and attract jobs and investment the balck route is the most preferred option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I think that Wales is blessed with one of the best environments in the world. While there maybe some negative aspects to this improvement overall it will improve the quslity of life for all, including the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

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

No comments

Organisation:

Postcode: BH11

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the Black Route ( and for that matter the Red and Purple Routes). All three options involve a new crossing for the Usk and damage to SSSIs. My own view would be to widen the existing section of the M4 but, failing that, to opt for the Do Minimum scenario.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my answer to Question 1

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my answer to Question 1

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not see why the existing Motorway cannot be widened (including the tunnels). If the Welsh Government feels that it has to do something, I would favour Professor Cole's scheme to improve existing roads east and south of Newport (which I believe is the Do Minimum scenario).

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I believe in a policy of 'Do No Harm'. This applies equally to the environment and to wildlife habitats.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Please see my response to Question 5.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No Comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No Comment

**Q9. Additional comments**

Please provide any additional comments here.

I am against any proposals to drive motorways or major roads through areas of Special Scientific Interest. Once protection of these sites is lost it cannot be recovered. The Gwent Levels are not only one of the largest surviving areas of ancient grazing marshes but also nationally important from an historical and cultural point of view.

The M3 drove a scar across Twyneham Downs near Winchester a decade ago. The scar remains as do the logjams on the motorway below.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whilst the benefits of the proposed Black Route will be quantified through the project assessment process, it will provide a route into South Wales that is fit for purpose, as the existing route is, effectively, a bottleneck to the whole of Wales and beyond to Ireland. If Welsh Government is serious about encouraging investment into Wales, it has to provide the means for business and the workforce to support that, to get in and out of Wales reliably and without delay.

The knock-on effect of M4 congestion is that feeder roads such as the A467 become virtually impassable for large periods of the day. Residential development on the A467 corridor, both past and planned, has not been undertaken with any consideration to local traffic capacity or the ability to access the major M4 route. This knock-on congestion caused by the inability to access the M4 at junctions 27 and 28 causes additional noise and air pollution to residents along the feeder roads in addition to the same pollution caused by users of the M4 itself.

At peak use times when congestion on the M4 occurs, drivers attempt to use local roads resulting in those routes becoming congested as well. Effectively, there is no real alternative to the current M4 if it becomes congested.

The proposal removes the bottleneck of the Brynglas Tunnels which effectively like trying to squeeze an elephant through a hosepipe. No point encouraging business into South Wales if it can't get in and out reliably.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed Red Route appears to be a "half-way-house". As well as dealing with the M4 traffic, it needs to include measures to relieve feeder road congestion to the north of Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Proposed Purple Route will quickly fill-up with local traffic and M4 congestion will still be a major issue.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If local government is to continue permitting large amounts of residential development off of the M4 corridor, it has got to take some action to remedy the existing congestion. A proposed development on the site of the old aluminium works at Rogerstone of some 1200 properties, will turn the A467 into a car park.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

SEA's need to expand their geographic boundaries to include feeder roads on routes accessing M4 junctions. Restricted access to the M4 during periods when there is no specific congestion on the M4, must cause environmental problems for residents on such routes. As an example, it can take upwards of 30 minutes to travel 2 miles southbound to junction 27 between approximately 7:30 am and 9:00am.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

#### ***Q7. Health Impact Assessment***

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

As previous comment, HIA needs to include feeder routes where traffic is trying to access the M4.

#### ***Q8. Equality Impact Assessment***

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

Whilst not strictly under the heading of Equality, the ability of emergency services to respond must be severely hampered by congestion on the M4 and on surrounding routes.

#### ***Q9. Additional comments***

Please provide any additional comments here.

Works at junction 24 (presumably to cater for the Ryder Cup) need to be replicated at a number of other M4 junctions.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

too extensive and expensive

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this is my preferred option as it takes sensible measures for the future to manage traffic congestion without any more expense than necessary

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

inadequate provision for current/future traffic volume

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not sufficient for current/future volumes of traffic

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that this would be the most sensible option as it is the shortest route (and presumably therefore the most economical) and would provide capacity for future growth in traffic volume.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think that this option provides sufficient capacity for the future and would require further work in the future to increase capacity and in the long term would therefore prove more expensive than either of the other options.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this would achieve the goals but presumably at greater expense than the the black route and therefore the cheaper option would be better.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option given the current problems and the likelihood of further problems as traffic volume continues to increase.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

In my opinion the overall benefits outweigh any negative impact that can't be mitigated as suggested in the document.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
In my opinion the overall benefits outweigh any negative impact. The increased capacity will occur either way so there will inevitably be a net negative health impact no matter what happens.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comments

**Q9. Additional comments**

Please provide any additional comments here.  
No comments

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft Plan is the most comprehensive solution to the M4 issues around Newport and is therefore the option that should be adopted as quickly as possible. I am frequently delayed in the congestion around Newport and in particular on a Friday evening (which appears to be getting worse).

I also believe that the toll booths on the Severn Bridge currently hold back traffic - if these were ever replaced with some kind of automated charging system (as will be happening on the Dartford Crossing soon) then this traffic will significantly worsen the situation at the tunnels. Therefore a solution has to be put in place as quickly as possible.

Junction location is another issue that needs to be carefully dealt with. Apart from at either end I believe there should be a maximum of two other junctions - otherwise the new road would become overloaded with local traffic (which contributes to the current problems).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although the Red Route would offer an alternative to the Brynglas tunnels, I believe the selection of a dual carriageway would be a missed opportunity to provide a long term solution. A three lane motorway will give a higher quality road with greater capacity and has to be the option taken forward.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is comparative to the Black Route in what it provides. I would however favour the Black Route as this alignment is based on previous work done and there is a certain level of acceptance already of this route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing is (in my opinion) not an option. I fail to see how the current levels of traffic (which are going to grow again as the economy strengthens) can be dealt with unless a new road is provided. It is not possible to a large proportion of current road users to switch to public transport and this needs to be appreciated by the key people who will be making the ultimate decision on this project. The needs of the thousands of people that are delayed daily (and the business opportunities that are being missed due to the poor road network) need to be taken account of.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

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

No comments

**Q9. Additional comments**

Please provide any additional comments here.

No further comments

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any extension / alternative route is desperately needed as almost on a weekly basis serious accidents occur around Junction 26 Brynglas tunnels which disrupt / prevent all access into/out of South Wales which has a detrimental impact upon all businesses.

I believe the Black Route option should be implemented in full, however I don't believe that this actually goes far enough - the route needs to be extended to the South of Cardiff as well in order to connect with the Bay link road as originally proposed 15-20 years ago - this would then enable easy access from the Severn bridge to Cardiff / Swansea as well.

However as a starting point, then this proposal is better than nothing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option, whilst better than nothing appears to be a compromise in too many areas. It may solve the issue on a short term basis, however this will be piecemeal and dependant upon everything being constructed - phased development often fails at some point. In many ways it is simply adding an alternative to the SDR, rather than a full Motorway solution that is needed

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route option seems the best compromise (if one is needed) should the black route not be viable for any reason.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' is a waste of time, the very fact that a consultation has finally been implemented is evidence enough that a new relief road/motorway is required. I cannot believe that anyone could bury their heads far enough into the sand to consider that this could possibly be a viable option to the economic stability and future of South Wales in a global market place.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The problems with the M4 are caused mainly by incidents resulting from poor and dangerous driving. Building additional capacity would not necessarily change this. The effective use of the existing variable speed limit system is required.
2. With more estates being built in Newport, delays are caused not so much by the M4 itself but by waiting for access to it. This alternative route offers nothing for M4 residents as such, only for people by-passing Newport.
3. The expense (1 billion plus) is not justifiable in a time of austerity. The amounts borrowed will have to be paid back and this will result in money being taken away from vital services.
4. The loss of wildlife habitats is not justified, and a government committed to 'sustainability' would not follow any course that intrudes on important wildlife habitats.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The problems with the M4 are caused mainly by incidents resulting from poor and dangerous driving. Building additional capacity would not necessarily change this. The effective use of the existing variable speed limit system is required.
2. With more estates being built in Newport, delays are caused not so much by the M4 itself but by waiting for access to it. This alternative route offers nothing for M4 residents as such, only for people by-passing Newport.
3. The expense (1 billion plus) is not justifiable in a time of austerity. The amounts borrowed will have to be paid back and this will result in money being taken away from vital services.
4. The loss of wildlife habitats is not justified, and a government committed to 'sustainability' would not follow any course that intrudes on important wildlife habitats.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The problems with the M4 are caused mainly by incidents resulting from poor and dangerous driving. Building additional capacity would not necessarily change this. The effective use of the variable speed limit system is required.
2. With more estates being built in Newport, delays are caused not so much by the M4 itself but by waiting for access to it. This alternative route offers nothing for M4 residents as such, only for people by-passing Newport.
3. The expense (1 billion plus) is not justifiable in a time of austerity. The amounts borrowed will have to be paid back and this will result in money being taken away from vital services.
4. The loss of wildlife habitats is not justified, and a government committed to 'sustainability' would not follow any course that intrudes on important wildlife habitats.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' is the best response.

1. The problems with the M4 are caused mainly by incidents resulting from poor and dangerous driving. Building additional capacity would not necessarily change this. The effective use of the variable speed limit system and other measures are required.
2. With more estates being built in Newport, delays are caused not so much by the M4 itself but by waiting for access to it. This alternative route offers nothing for M4 residents as such, only for people by-passing Newport.
3. The expense is minimal and the outlay could be directed to vital services and public transport schemes.
4. The loss to wildlife habitats is minimal and the government could claim to support 'sustainability' in deed as well as word.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I found this incomplete with many omissions.

**Q9. Additional comments**

Please provide any additional comments here.

The Newport By-pass as it should be properly called, does nothing for the residents of Newport. The problem affecting Newport people is access to the M4. This has been made more difficult by the continuing development of large-scale housing estates near junctions. Whatever relief road is built, for Newport people this would make no difference.

Organisation: RAC Foundation

Postcode: SW1Y

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

**RESPONSE TO THE WELSH GOVERNMENT'S CONSULTATION ON THE M4 CORRIDOR AROUND NEWPORT**

**Summary**

- Relieving congestion on the M4 is rightly a national transport priority and it is rational that a new motorway link should be a central candidate in a package of measure to achieve this.
- Although the details of the options are not entirely clear, the range of options for providing substantial new highway capacity between junctions 23 and 29 of the M4 provides a sound basis for consultation.
- The traffic growth basis for adding capacity in this corridor appears to be robust and even present conditions merit action being taken.
- Consideration should be given to the introduction of measures that will reduce congestion and unreliability over the next few years and these should be used in the base comparator for the full evaluation.
- The most important effects of the proposed schemes would be on transport efficiency, safety, noise and emissions. A direct motorway route between junctions 23 and 29 of the M4 appears to offer the greatest benefits in these respects and there is no reason to doubt the conclusion that the preferred (black) route is the most advantageous in these respects. However the information provided in the suite of documents provided to consultees does not allow firm conclusions to be drawn in respect of the preferred route, nor whether it provided value for the estimated cost of almost £1bn. Further analysis is needed to establish the value for money and in this the possibility of refinements of the preferred option should be explored to maximise this and minimise environmental impacts.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will provide a solution to the daily congestion problems on the M4, particularly at the tunnels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the preferred Black Route option. It appears to be the most sensible route avoiding where possible residential areas. It is essential the new route is created to alleviate the traffic problems around the Brynglas tunnels and once the tolls on the Severn bridges are removed or significantly reduced will no doubt bring an increase in prosperity to the Newport and wider South Wales area. The scheme should definitely be a new 3 lane motorway and I see no reason to re-classify the existing M4 section, this should simply become an extension to the M48 thereby allowing two good motorway standard routes to the north and south of Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option would take too long to complete and offer no significant benefit that the SDR doesn't already provide.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route doesn't appear as efficient as the Black route and runs close to Duffryn which would presumably create a noise and pollution hazard to residents of that area.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario will do nothing to relieve traffic problems in and around the Brynglas tunnels and will continue to stifle prosperity in the Newport and wider south Wales area.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

No additional comments

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the proposal as drafted. The current motorway network is unsustainable & is hindering both Welsh investment and commuting to other parts of the UK. The area highlighted is a significant issue. I believe the plans will address the current problems and achieve the goals of the M4 corridor, with less reliance on the section of the Brynglas tunnel.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully endorse the proposal as a necessary action to reduce reliance on the Brynglas tunnel section of the motorway. As such the proposal meets the objectives & goals of the M4 corridor around Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the proposal as it places less reliance on the Brynglas tunnel section of the M4. As such it addresses the goals of the M4 corridor around Newport.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I cannot support this proposal. This will not address sufficiently the considerable issues of traffic around the Brynglas tunnels currently experienced. I would reject this proposal as it does not address the M4 corridor issues around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

**Q9. Additional comments**

Please provide any additional comments here.  
This proposal is a MUST for South Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the proposed Black route will provide the best chance of addressing the problems on the M4 around Newport and enable smooth flow of traffic from West of Newport to Cardiff and beyond.

Anything else would be half measures that would need to be revised later at additional expense.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this plan is long overdue and it makes sense to adopt the Black Route and its complementary measures. The present M4 is quite inadequate particularly at rush hours.

The provision of a proper infrastructure is essential for South Wales to develop and have a healthy economy.

The proposed Black Route should remove the major bottleneck around Newport and the link road at Caldicot will be a very significant improvement for local traffic needing to join the motorway network. These improvements were needed years ago.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A poor alternative to the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Another poor alternative - if the M4 needs upgrading, do it properly and opt for the Black Route - the derelict land it will be built on is hardly a great loss to the area.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has no merit whatsoever and merely ducks the problems of the M4 - which will not go away. Sooner or later a relief motorway will have to be built and if the funding could be available from the EU so much the better. The infrastructure in this area is not very good and needs upgrading.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Groan!

**Q7. Health Impact Assessment**

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

Groan!

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Do we really need to waste time on this?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion this route is the best option and should be implemented.

I appreciate that it does take in some areas of special interest but if alternatives are evaluated then the issue of traffic around Newport will never get resolved.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option does not provide a real alternative to the Black route as it is still using part of the special sites.

This option should only be considered if there are major objections to the Black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option does not provide a real alternative to the Black route as it is still using part of the special sites.

This option should only be considered if there are major objections to the Black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The SAR 1 and 2 are a waste of time as they do not provide a real alternative to the M4. This can be clearly be seen by the failure of the SDR to relieve any of the traffic off the M4. The SAR are suitable for the new housing developments on the Llanwern site but that is it.

The proposed redesign of the J28 roundabout, even though it would not directly have an effect on the M4 is still a sensible proposal as the current roundabout is both dangerous due to the lack of lane lines but also the traffic lights on the roundabout cause tail backs.

I do not see how the Heads of the Valley Dualling project will have any effect on the M4 in Newport as it is too far away from Newport to have any material effect.

Link through Newport Eastern Expansion Areas will have no effect as per my comments on the SAR 1/2

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Even though the proposed black route does traverse many SSSI it has to be done for the greater good of the south wales area.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

no comments

**Q7. Health Impact Assessment**

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

no comments

**Q8. Equality Impact Assessment**

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

no comments

**Q9. Additional comments**

Please provide any additional comments here.

If a decision is not made and work started quickly then there is a high chance that the proposal will end up the same way as the previous work, no where. It has been over a decade and still we have got no where, if we are not careful the proposal will be out of date by the time any work started and it will end up like the M25 which had to be expanded as soon as it opened.

Get the black route started now.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I live in between the existing M4 and the proposed new spur, and am hugely concerned about the noise, pollution and upheaval the new motorway will produce in my currently quiet rural location. I chose to live here specifically for those qualities, putting up with lack of services and facilities to do so.

I am also a direct supporter of Gwent Wildlife Trust, The Woodland Trust and RSPB, and all these causes will be adversely and irrevocably affected by your proposals, (although I am pleased the revised route is not directly through the Magor Marsh SSSI). Once our wildlife heritage is damaged, we all lose.

Surely, in a heavily industrialised area like Newport, there are less damaging route options available to support industry and motorists without destroying the few unspoilt areas of our town?

In case you are in any doubt, I am opposed to your current proposal and hope you will reconsider.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As this route is further North, its impact on the Magor area is less.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As this is the furthest North of the 3 options, this is my preferred option if one has to be adopted.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not one single option is ideal, but the current situation is also unsustainable. So if an intervention is essential, and the figures provided suggest it is, it should be the option that offers the potential of the most positive and long term solution. The Black Route, unfortunately named as it may be, seems to offer the best response to this. However, I think much more can be gained from the complementary measures and, as to primary gateway to South Wales, the design and construction of the route should exceed current standards and be aspirational and exemplary.

There is little mention of the impact of the junctions on either side of the route on the landscape and the amount of land that is required to accommodate these. Neither is there a serious assessment of the impact of the road development of the communities of Dyffrun and Magor, the latter virtually marooned between major road and rail corridors, and the mitigation measures for this.

This substantial development offers opportunities to set a new standards of design, traveller experience and mitigation, to ensure the development is not just seen as an important upgrade of the transport infrastructure of Wales, but also as an example of how our current better understanding and appreciation of the environmental impact, can encourage us to rethink and address the negative impact of previous developments.

This is possible through the design of the route itself and the mitigation of its impact on its surroundings, as well as the redesign and re-designation of the existing infrastructure it replaces. The latter in particular offers an opportunity to place a high emphasis on alternative modes of transport of local and regional journeys, in particular on foot or by bike. The creation of green and safe and efficient corridors for travel over longer distances (not just the 3 miles stipulated in this report) by bike, away or separated from cars should be given a high priority, as well as good public transport routes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My preference is for the Black Route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My preference is for the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum is not an option.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route proposal because it will damage the Gwent levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route proposal because it will damage the Gwent levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route because it will damage the Gwent levels.

**Q9. Additional comments**

Please provide any additional comments here.

The Gwent levels are a special place and include an SSSI. Nothing must disturb it. Traffic issues around Newport should be addressed by other means such as improved public transport, improved rail service and possibly additional stations, and an upgrade to the A48 Southern distributor road. This is a poor use of £1 Billion, which could be better spent on other things.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to to this route as it passes through an important part of the Levels and will damage both the habitat and wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I also object to this route as it too passes through an SSSI - it will inevitably damage habitat and affect wildlife populations.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The destruction of vital wildlife habitat is inexcusable - I strongly object to a three-lane motorway being built and used here.

**Q9. Additional comments**

Please provide any additional comments here.

A far better solution to any current traffic problems is to upgrade the A48/Southern Distributor road as this does not pass through any SSSIs and will therefore cause minimum destruction of habitat.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object because this route will damage the Gwent Levels, the wildlife and the site of special scientific interest.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because it will damage the Gwent Levels, the wildlife and the plants. It is a site of special scientific interest and we have a responsibility to preserve it for our children and grandchildren.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because it will damage the Gwent Levels, the ecosystem and the planet. There are many other ways of addressing the problems which it is designed to solve. Future generations will not thank us for covering the whole of south Gwent in concrete and encouraging more cars. We should be thinking of ways of reducing car use, not increasing it. The planet is burning!

**Q9. Additional comments**

Please provide any additional comments here.

I support a number of creative alternatives that would not damage the environment. For example:

- Public transport improvements
- More cycle tracks
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south east Wales Metro.

I believe the £1billion could be much better spent on one or more of the above - all of which would be healthier, cleaner, prettier and more sustainable than the very damaging proposals that are offered her.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposals for a motorway through this very important nature reserve and SSSI.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed options - the sacrifice of irreplaceable environmental assets involved in this retrogressive plan is completely unacceptable

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed options - the sacrifice of irreplaceable environmental assets involved in this retrogressive plan is completely unacceptable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed options - the sacrifice of irreplaceable environmental assets involved in this retrogressive plan is completely unacceptable

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The growth in private road transport is clearly unsustainable. The road network should be left as it is and the vast sums that would be involved in building it should instead be spent on improving public transport and a bike infrastructure

**Q9. Additional comments**

Please provide any additional comments here.

How depressing that we're still having to fight the same old battles. Planning still seems to be dominated by dinosaurs who want to get their names in Concrete News and line the pockets of the the construction and motor industries. Just grow up and WAKE UP!

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the draft plan - in particular the Black Route - is a very poor way to address any problems in the M4 corridor around Newport. I believe that the traffic problems on this stretch of motorway have been grossly exaggerated and that a hugely expensive and environmentally destructive motorway is not the answer.

The draft plan doesn't offer any alternatives to new road building which seems like a hopelessly out of date way of tackling transport in 2013.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is probably worse than the Black Route (which in no way means that I endorse the Black Route).

Again, this is a costly and environmentally destructive way of tackling any problems which the M4 may or may not have.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route, like the Black Route and the Red Route, constitutes a costly sledgehammer to crack a relatively small nut - namely a bit of congestion on the M4 during rush hour.

Like the other two routes, it would be profoundly damaging to the environment and would in no way benefit the city of Newport, instead creating a concrete bypass.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this question - along with the preceding three questions - is badly worded. I don't understand what is meant by 'achieving the goals of the M4 Corridor.' How can a motorway have goals?

I believe that changing lifestyles and increasing fuel costs mean that traffic will continue to decline on the M4 (as it has done over the past ten years) and that the 'do minimum' scenario is probably the most sensible one. There are other things for the Welsh Assembly to spend its money on.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I think that it's impossible for a lay person to comment on the Strategic Environmental Assessment as it's buried in many pages of technical and bureaucratic language. The principal issues are these: building a new motorway would increase air pollution (the aim of the motorway must be to increase traffic into South East Wales to boost the economy and this will bring an increase in emissions); building a new motorway would be catastrophically damaging to the Gwent Levels with their SSSI status; building a new motorway would effectively cut off the people of Newport from the area of coast which has traditionally been a place for them to walk, cycle and breathe fresh air.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Like the previous question, this is a ridiculously difficult question for a lay person to answer. I would have appreciated a clear summary of the issues. But what is very clear is that a new motorway across a Site of Special Scientific Interest is a bad idea and the habitats affected will be permanently and irreversibly damaged.

#### **Q7. Health Impact Assessment**

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

My understanding is that fast-moving traffic creates more pollution than slow-moving traffic. A new motorway would encourage faster traffic - that's its whole purpose - and therefore cause more air pollution. This isn't something the Welsh Assembly should be advocating.

#### **Q8. Equality Impact Assessment**

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

I fail to see how a three-lane motorway bypassing the city of Newport could have anything other than a detrimental effect on the more vulnerable members of society. Improving public transport would be a much better way for the Welsh Assembly to fulfil its commitment to equality.

#### **Q9. Additional comments**

Please provide any additional comments here.

I feel very strongly that this consultation plan is deeply flawed in that it offers a Hobson's Choice to the people of Wales. A new road is a bad idea.

I would advocate the following:

Enhancements to the Southern Distributor Road

Improvements in public transport - especially rail services with the provision of more stations for the commuter areas around Newport. When the LG plant was built there was a promise of a new station at Marshfield but this never materialised.

The Welsh Assembly should be leading Britain in its sustainable development. A new motorway is not the way.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route due to the damage to the wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I also object to the red route for the same reason that it will cause damage to the wildlife.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route due to the damage it will cause to the wildlife in the area.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the building of the road across the Gwent Levels chiefly because of the damage to the wildlife.

We have enough roads, we should improve the services that use the existing roads.

In Holland they no longer build more roads but improve the use of those that already exist. There must be many measures that could be taken which would be cheaper and more environmentally friendly, it cannot be beyond the wit of the Welsh Assembly to think them through.

In view of our awareness to climate change, I think that governments misjudge the willingness of the populace to accept a different approach.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly oppose the black route. It will severely affect the value of the property and environment. It will not relieve the traffic if used as a toll toad. This entire scheme is a prime example of the public sector wasting the taxpayer's money. Spend the money on improving public transport.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation states the problem is '..congestion.....this is due to the lack of capacity and alternative routes....' This is at best mistaken and at worst misleading. The problem is too much traffic. Building more roads solves nothing - it just encourages more car-based journeys. Ove Arup know this. The Welsh Assembly Government has a statutory duty to promote Sustainable Development. Spending money on a new motorway would be clear breach of this duty. If the intention is to promote jobs and industry this money would be better given in grants (EU rules permitting). Spending £1 billion and destroying much wildlife on the Gwent levels is indefensible. This 'Black route' would be the worst scenario. The Eastman Nature Reserve would be ruined as would parts of the SSSIs and part of National Cyclerooute 4 and the Wales Coastal Path. Our European neighbours will see we are a joke if we did this in breach of our duty. Better to spend the money on reducing traffic. Why not use a fraction of this money to open railway stations at Caerleon and Magor. Link Ebbw Vale station directly to Newport. These would help reduce traffic on the M4.

Yours sincerely

(Editor's note: personal details removed)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation states the problem is '..congestion.....this is due to the lack of capacity and alternative routes....' This is at best mistaken and at worst misleading. The problem is too much traffic. Building more roads solves nothing - it just encourages more car-based journeys. Ove Arup know this. The Welsh Assembly Government has a statutory duty to promote Sustainable Development. Spending money on a new motorway would be clear breach of this duty. If the intention is to promote jobs and industry this money would be better given in grants (EU rules permitting). Spending £1 billion and destroying much wildlife on the Gwent levels is indefensible. Parts of the SSSIs will be damaged. Our European neighbours will see we are a joke if we did this in breach of our duty. Better to spend the money on reducing traffic. Why not use a fraction of this money to open railway stations at Caerleon and Magor. Link Ebbw Vale station directly to Newport. These would help reduce traffic on the M4.

Yours sincerely (Editor's note: personal details removed)

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation states the problem is '..congestion.....this is due to the lack of capacity and alternative routes....' This is at best mistaken and at worst misleading. The problem is too much traffic. Building more roads solves nothing - it just encourages more car-based journeys. Ove Arup know this. The Welsh Assembly Government has a statutory duty to promote Sustainable Development. Spending money on a new motorway would be clear breach of this duty. If the intention is to promote jobs and industry this money would be better given in grants (EU rules permitting). Spending £1 billion and destroying much wildlife on the Gwent levels is indefensible. Parts of the SSSIs would be destroyed. Our European neighbours will see we are a joke if we did this in breach of our duty. Better to spend the money on reducing traffic. Why not use a fraction of this money to open railway stations at Caerleon and Magor. Link Ebbw Vale station directly to Newport. These would help reduce traffic on the M4.

Yours sincerely

(Editor's note: personal details removed)

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is preferable to the other scenarios because it will be less environmentally destructive and leave money for sustainable transport.

Yours Sincerely

(Editor's note: personal details removed)

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route. The A48 / Southern Distributor Road should be completed to a high standard and all exits to the existing M4 around Newport should be closed except for the junction at the Coldra roundabout. Internal routes within Newport should be upgraded so feeding the SDR. This would result in removing nearly 50% of the traffic on the M4. The remaining journeys on the M4 would result in less lane swapping and slowing down, thus reducing accidents.

The Gwent Levels are a National and International treasure. A Human historic record dating back 6000 years and Wildlife resource as good if not better than other Wetland areas within the British Isles. Already over 50% of the levels have been lost to development and so further loss is unacceptable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route. The A48 / Southern Distributor Road should be completed to a high standard and all exits to the existing M4 around Newport should be closed except for the junction at the Coldra roundabout. Internal routes within Newport should be upgraded so feeding the SDR. This would result in removing nearly 50% of the traffic on the M4. The remaining journeys on the M4 would result in less lane swapping and slowing down, thus reducing accidents.

The Gwent Levels are a National and International treasure. A Human historic record dating back 6000 years and Wildlife resource as good if not better than other Wetland areas within the British Isles. Already over 50% of the levels have been lost to development and so further loss is unacceptable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route. The A48 / Southern Distributor Road should be completed to a high standard and all exits to the existing M4 around Newport should be closed except for the junction at the Coldra roundabout. Internal routes within Newport should be upgraded so feeding the SDR. This would result in removing nearly 50% of the traffic on the M4. The remaining journeys on the M4 would result in less lane swapping and slowing down, thus reducing accidents.

The Gwent Levels are a National and International treasure. A Human historic record dating back 6000 years and Wildlife resource as good if not better than other Wetland areas within the British Isles. Already over 50% of the levels have been lost to development and so further loss is unacceptable.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario does not solve the problem, and I object to it. The A48 / Southern Distributor Road should be completed to a high standard and all exits to the existing M4 around Newport should be closed except for the junction at the Coldra roundabout. Internal routes within Newport should be upgraded so feeding the SDR. This would result in removing nearly 50% of the traffic on the M4. The remaining journeys on the M4 would result in less lane swapping and slowing down, thus reducing accidents.

The Gwent Levels are a National and International treasure. A Human historic record dating back 6000 years and Wildlife resource as good if not better than other Wetland areas within the British Isles. Already over 50% of the levels have been lost to development and so further loss is unacceptable.

**Q9. Additional comments**

Please provide any additional comments here.

The A48 / Southern Distributor Road should be completed to a high standard and all exits to the existing M4 around Newport should be closed except for the junction at the Coldra roundabout. Internal routes within Newport should be upgraded so feeding the SDR. This would result in removing nearly 50% of the traffic on the M4. The remaining journeys on the M4 would result in less lane swapping and slowing down, thus reducing accidents. Improvements within the transport infrastructure of Newport would improve the economic development of the City.

Rail services should be enhanced especially the South East Wales Metro to facilitate commuters. Public transport improvements should be made throughout South East Wales. A third tunnel should be built at Brynglas to facilitate future traffic volumes.

The Gwent Levels are a National and International treasure. A Human historic record dating back 6000 years and Wildlife resource as good if not better than other Wetland areas within the British Isles. Already over 50% of the levels have been lost to development and so further loss is unacceptable.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the draft plan Black Route as I believe it will address most of the problems and achieve a significant number of the goals of the M4 corridor around Newport

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While the Red route will provide some relief to the current M4 congestion, I do not believe it will address the problems and achieve the goals satisfactorily. As a last resort, I would agree this option is better than the do nothing alternative.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the Purple route is the next best alternative to the Black route and a dual carriageway will go some way towards addressing the problems and meeting the goals. This would be my second preference if the Black route does not go ahead.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe the Do minimum option will go anywhere near addressing the problems of the current M4 corridor and is therefore not an option in my opinion.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

nothing to add here

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

nothing to add here

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
nothing to add here

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
nothing to add here

***Q9. Additional comments***

Please provide any additional comments here.  
nothing to add here

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will inevitably harm and fracture the Gwent Levels Site of Special Scientific Interest

I am certain that the extremely high cost per mile would be better spent on measures to provide modal shifts away from car travel

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the damage and fracturing that this would inevitably cause to the Gwent Levels Site of Scientific Interest

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the damage and fracturing that this would inevitably cause to the Gwent Levels Site of Scientific Interest

**Q9. Additional comments**

Please provide any additional comments here.

I do not see how the red/black/purple schemes are compatible with the Wales Government sustainable development charter.

In view of the risks posed by climate change , there is an urgent need for the Wales government to be helping a move away from private car use and road freight towards public transport and rail freight.

That is what this very large proposed sum of money should be spent on.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned that the TEMPRO predictions of future traffic levels (shown in figure 5) present an overly pessimistic model of future traffic levels. For a project of this scale I have expected to see results from more than one simulation to reduce potential model bias.

I am greatly worried by the amount of the proposed route(s) which lie in areas of conservation interest and would involve disturbing an ancient monument and feel that more should have been done to find alternative routes which avoid these sensitive sites. Significant proportions of the new routes are shared. Areas north of the proposed routes are likely to be at risk of future development following the encroachment of the motorway into this area.

I enjoy spending time in the area under investigation due to the unspoilt nature of the landscape and the wildlife that it attracts. The current plans jeopardise these features and have not done enough to explore alternative routes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As large sections of this route proposal are shared with the black route, my comments made for that route are equally applicable here.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As large sections of this route proposal are shared with the black route, my comments made for that route are equally applicable here.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is focussed on the effect of the proposed new motorway route, yet does not appear to have considered improvements to public transport and other modes in its consideration of future impacts across a range of indicators.

More should be done to consider wider methods of offsetting the risks identified in section 3 of the report, rather than focussing on the potential advantages provided by a new road.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Air quality monitoring will only be useful if areas where the proposed road is to be sited are monitored pre- and post-build. The results will be highly dependent on the locations of existing monitoring stations and may give a false picture.

In general, insufficient detail regarding 'project level monitoring arrangements' is provided and there is concern that these will not happen. More seriously, there does not appear to be any mention of actions to be taken in the event that monitoring uncovers adverse impacts.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q9. Additional comments**

Please provide any additional comments here.

Overall I am concerned that the proposals have not considered a wide enough range of alternatives (such as an upgrade of the existing A48 route for example) and will consequently result in irreversible environmental damage.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not bothered about which route - that is for those directly affected to debate, what is clear is that something has to be done to improve this road which is clearly no longer fit for purpose. I would like to see some kind of radical approach to the whole process too - including being braver about the tendering process, challenge bidders to commit to achieving the task cheaper and quicker, aid this process by giving whatever financial relief necessary and avoid funding it from Severn Bridge tolls at ALL costs - these tolls NEED to be reduced to <£1.50 soon for the sake of the Welsh economy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Provided the traffic is allowed to flow and not subjected to poor planning ie - endless dedicated destination lanes as is the case at the moment. Traffic queues to get through the Bryn Glas Tunnels while the Newport and Caerleon lanes sit mostly empty. What it needed is three fully flowing lanes all along the the route and then that will solve the current mess.

Don't use this as an opportunity once any road is built to 'restrict' the alternative/old routes as these need to remain as viable diversion routes in the event of an accident and as traffic is only going to increase over the years then having the 'old routes' still viable will help ease things far into the future.

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have thought for a number of years that a southern motorway was the logical step to ease Newport's traffic problems. In making appointments beyond Newport I always make for mid morning as I cannot be sure I'll meet the appointed time. This, naturally, wastes part of my day.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Alright in principal but could lead to further expansion measures, leading to short-term conjection, in the future as traffic volumes increase.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Alright in principal but could lead to further expansion measures, leading to short-term conjection, in the future as traffic volumes increase.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option. The economy of south Wales is very dependant on both the railway and the M4 without a significant improvement to the M4, as outlined by the black route, the whole Welsh economy would suffer for a generation. Look at the progress in the regeneration of the former coal mining valleys through the dual carriages making access and travel times so much better. The success of this valleys infrastructure is, at present, partly stimited by the repeated conjection on the only viable route south: the M4.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As long as the Gwent Wildlife Trust is consulted about the environmental mitigation measures I can see no problems here. The Llanwern site is used and improvemements in noise and air pollution for Newport residents are to be welcomed.

Organisation:

Postcode: CF37

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The options discussed above I do not believe consider the full range of options actually available to the Welsh Assembly government. As a Wildlife Biologist, I am concerned about the proposed three routes and particularly of the black route which I do not believe would be as cost effective or environmentally considerate as the proposed 'blue route' which makes use of the existing southern distributor road. This 'blue route' would be far less damaging to the environment and disrupt much less wildlife than the options currently considered in this proposal and most likely be far more cost effective.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to this proposal.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT. Upgrading of existing roads and junctions, plus improvements to public transport in the area, would be a better solution - cheaper and less damaging. Many motorway journeys around Newport are quite short (20 miles or less).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT for reasons given earlier.

**Q9. Additional comments**

Please provide any additional comments here.

Instead of reverting to 1960's policies ('build new roads - traffic will increase - then build even more roads' ...etc.), the following should be considered as better alternatives in whole or in part:

More Public transport improvements;  
Improved rail services and additional stations;  
An upgrade of the A48/Southern Distributor Road;  
The south east Wales Metro.

It would be a scandalous waste of scarce resources to spend £1bn on a single roads scheme of this type.

Organisation:

Postcode: CH7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposal to build an additional motorway is totally pointless & a huge waste of money when there is supposed to be a chronic shortage of funds. We do not need yet more roads.

Far from encouraging yet greater car use, more funds should be put to public transport & more cycling/walking.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal, it will simply move the "problem" to a different part of the motorway. The problem is exaggerated and proper planning by individuals would greatly ease the matter. The damage to the environment will be huge and permanent.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this plan as it will simply move the "problem" somewhere else. The damage to the environment will be great and permanent all to save a few minutes which should be taken into consideration if people planned their journeys properly.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal as it is like taking a sledgehammer to crack a nut. The problem is overstated and intelligent people would allow for it in planning their journeys. The damage to the environment will be considerable & permanent.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is much merit in this and I support the principle. However due to the long timescale involved and the untrustworthy nature of politicians judgement must be reserved until detail of each individual scheme is known

**Q9. Additional comments**

Please provide any additional comments here.

Much of the traffic is local and this means improved local transport, particularly rail, would probably help matters. To achieve this needs the end to the prioritising of Cardiff at all times above everybody else/

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My travel to and from work in Bristol is an absolute nightmare and can take me anything from 50 minutes to 3 hours. Friday is the worse and by the time I get home I am normally really stressed. The motorway to the tunnel is an absolute fiasco with idiot drivers who should be banned switching lanes, travelling too fast/too slow and just generally pathetic. The black route appears to be the only one that will solve this problem and the thought of the delays while some numpty puts up concrete barriers does not bear thinking about.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be better than nothing at all but is not a complete solution. If it can be done quicker then might be preferable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again better than nothing and would alleviate some of the problem but not much.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If you do the minimum which in effect will be what happens here then it will mean that people will start looking to move. ia m not sure how long I can continue to spend 2-4 hours every day getting to work. Maybe I will go on the dole and get paid for no stress and keep my car off the road. There is no alternative to using the M4 so someone must do something.....

Especially as I have to pay for the priviledge of sitting in queues every day.....

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A document that actually details the problems is a breath of fresh air.

If nothing is done the South Wales will lose even more growth as companies will start to move over the border to England and this is not something we wish to see.

It is also odd to see that the accidents and bad driver behaviour is highlighted but the police only seem to be concerned with revenue gaining speed fines and not prosecuting or at least warning about bad driving habits. I am constantly appalled at the number of drivers that drive in the middle and fast lanes while overtaking nothing.... this in turn causes people to risk undercutting which then causes accidents. Unfortunately the pathetic bad drivers normally cause the incidents but are rarely caught up in them.

#### **Q9. Additional comments**

Please provide any additional comments here.

Something has to be done to alleviate the problems around the M4/Newport area.

Wales will continue to lose productivity and commercial benefit and we will not get it back.

Once firms start to relocate they will not come back. The bridge tolls are enough of an impact without the constant travel issues and delays.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have been travelling to and from the South Wales Valleys for nearly two and half years. During this period I have experienced numerous delays and issues relating to the M4 particularly round the Brynglas Tunnels. It would be a great help and relief if the black route were to be constructed - it would be a safer road, reduce congestion and save commuting time as well as reduce carbon emissions as less time would be spent on the road.

There was a car accident just after the tunnels when I came for interview in 2011 which resulted in my journey from Chippenham taking nearly 2 hours.

When a lorry had an accident in one of the tunnels a friend missed her flight from Bristol airport and was marooned on the motorway for hours.

The black route, more so than the other proposed routes, will address the problems.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no comments about the red route as I prefer the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no comments about the purple route as I prefer the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would be preferable to undertake the black route than do the minimum.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have no comments.

**Q9. Additional comments**

Please provide any additional comments here.

The proposal to alter the route of the M4 in Wales is welcomed by me.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the destruction of the Gwent Levels. This is a site of special scientific interest, an area of historical importance (the reens), a valuable habitat for wildlife, and a treasured recreation ground. Once lost, these places cannot be regained. This is a tragedy. We lost Cardiff bay, we are at risk of losing the Severn tides, and now the Gwent levels are at risk. Go on, spoil south Wales for posterity if that's how you want to leave your mark on this precious earth!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only plan that will ensure Wales is not handicapped by the delays around Newport is the new planned motorway. Another plan will still cause delays and this will have an effect on business. If I was looking at setting up a business I would not currently consider Wales as a viable option due to the delays round Newport and also the cost of the Tolls.

This motorway should have been built 20 years ago.

Organisation:

Postcode: NP8

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route and its complementary measures because:

1. My default position is that when incalculable damage to a valuable ecosystem is likely to result from any infrastructure plan that likely damage should be thoroughly assessed at the outset, as should the economic and cost benefits of the plan. I do not believe that any of these assessments has been adequately made and published in this case.
2. I am impressed by the fact that, in addition to numerous environmental, wildlife preservation and transport sustainability groups, the FSB has expressed strong dissatisfaction with the Welsh government's proposals, as not balancing economic, environmental and affordability concerns, and believes that the easing of congestion on the existing road system could be alleviated in ways which would leave finance available for improvement projects across Wales.
3. Although my home is in the Crickhowell area, I travel the existing M4 fairly frequently to visit family (all of whom live in England although all were born in Wales) and am to a certain extent familiar with the Gwent Levels from several wildlife observation field trips. I place immense personal value on this area of Wales (described by the Wildlife Trusts as 'one of the largest surviving areas of ancient grazing marshes and reed ... systems in Britain and ... the largest area of its kind in Wales') and despair at the proposal to damage it with so little forethought.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see response to Question 1. My objections to the Black Route and its complementary measures apply more or less equally to the Red Route and its complementary measures

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see response to Question 1. My objections to the Black Route and its complementary measures apply more or less equally to the Purple Route and its complementary measures

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not see the 'Do minimum scenario' as a realistic option because, as I understand it, there is a real congestion problem affecting the M4 Corridor around Newport. BUT I also understand that a lot of work has been put into other remedial solutions to the problem (e.g. by Professor Stuart Cole) and am perturbed that I am not being asked here to comment on any scheme less damaging than the Black, Red and Purple routes but which claims to solve the problems the Welsh Government seeks to address (e.g. Professor Cole's Blue Route).

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I do not have the expertise to comment on this document. I am aware that the previous SEA was heavily criticised as being incomplete and, in view of the continuing opposition to the Welsh Government's proposals, can only assume that to some measure those objections still apply.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Reply to Question 5 also applies here.

**Q7. Health Impact Assessment**

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

I do not have the expertise to comment in depth though I understand that very credible doubts have been cast at the WG's claims that congestion around Newport and with it harmful emissions have been and are increasing and are forecast to do so. I also believe that any health improvement resulting from a decrease in congestion and delay for existing drivers on the M4 Corridor would be offset by the diversion to any new road of additional traffic including commuters and others currently using overcrowded train services.

**Q8. Equality Impact Assessment**

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

I do not have the knowledge or expertise to comment.

**Q9. Additional comments**

Please provide any additional comments here.

1. I believe that the proposed South East Wales transport 'metro' and improvements to mainline services between England and Newport would result in an appreciable reduction in congestion leaving no justification for any of the governments expensive and damaging road proposals for the M4 Corridor.

2. Healthcare and Education in Wales are considered below-standard for a developed nation. Surely there are better ways to spend money in Wales - whether that money comes via the UK central government or otherwise.

3. The links to 'read more about' the Black, Red and Purple routes appear not to function, making it far more difficult to complete the consultation that it should be.

Organisation:

Postcode: Cf14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q1 (and Q2, Q3)

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

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All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' will not in and of itself resolve the issues associated with the M4 corridor around Newport. However in association with complimentary measures that are more affordable and less damaging than those currently proposed they would contribute to a genuinely sustainable and effective solution to the issues identified as opposed to the flawed solutions contained within the consultation document

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scope of SEA is too limited to present a balanced assessment of the wider alternatives. The SEA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As with the SEA the scope of the HRA is too limited to present a balanced assessment of the wider alternatives. The HRA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q7. Health Impact Assessment***

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

As with the SEA the scope of the HIA is too limited to present a balanced assessment of the wider alternatives. The HIA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q8. Equality Impact Assessment***

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

As with the SEA the scope of the Equality IA is too limited to present a balanced assessment of the wider alternatives. The Equality IA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation

### ***Q9. Additional comments***

Please provide any additional comments here.

There are a number of flaws with the consultation as presented here. Most notably there are a number of more appropriate 'reasonable alternatives' including some which have previously been proposed by the Welsh Government but have now been abandoned without any explanation as to why. It would appear that the 'alternatives' presented are not really alternatives but variations to one single solution and as such the consultation fails one of its key criteria.

There are cheaper and less environmentally damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure but would still realise the objectives of the scheme.

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions which appear to offer significant commercial benefit with less damage to nationally significant landscape and represent a more genuinely sustainable transport solution than the solution currently proposed

Organisation:

Postcode: gl11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In response to a campaign against a proposed M4 re-routing over Gwent Wetlands.

I believe we must minimise the loss of a habitat which is a huge buffer for the world and our ecosystem. Enough wetlands have already been lost so every effort must go into preserving the wetlands we currently have.

Please do not choose saving a few minutes over an irreversible destruction of a rare habitat.

Please listen to RSPB and other interested groups, they represent a lot of people.

Other aspects from the RSPB that I wish to support:

High public cost of the project:

The cost of the new motorway would be astronomical - over £1billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels:

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

(Editor's note: personal details removed)

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In response to a campaign against a proposed M4 re-routing over Gwent Wetlands.

I believe we must minimise the loss of a habitat which is a huge buffer for the world and our ecosystem. Enough wetlands have already been lost so every effort must go into preserving the wetlands we currently have.

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Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

(Editor's note: personal details removed)

## **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

AS before, all routes impact on wetland habitats

## **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

seems to minimise habitat destruction

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

1st comment - needs a summary to make it more accessible for normal people. e.g. table 24 (summary table) should be on page one.

Table 16 is the largest of all the tables that identify potential issues. This proves that the potential biodiversity impacts are huge.

and Table 26

Natural Resources Wales consultations response. More detail needs to be obtained and worked with to comment on the biodiversity issues, I feel this area is thin.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I think independent finance from the developer should be given to the RSPB to enable them to have time to look through reports of this size!

SAdly don't have time to digest it all. Please listen to comments by RSPB/Wildlife Trust/WWT/NRW

#### ***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
no comment

#### ***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comment

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I consider that the problem regarding congestion around Newport is in part due to the lack of viable alternatives, or knowledge of the viable alternatives. An alternative route has recently been opened up via the Llanwern Steel works dual carriageway that will avoid such substantial disruption as that seen when there was a fire closing the Brynglas Tunnels. This road, together with the A48, could be readily adapted at a fraction of the cost of a new motorway. I consider that this is a much better way in which to utilise public money, and as people become aware of this alternative route then it should ease pressure on the existing M4 around Newport.

Other alternatives to try to ease congestion is to encourage the use of public transport, by making it more convenient and affordable to travel by train and bus. Promotion of park and ride services with free parking (as they have in the valleys) would be a way of doing this. The linking of Severn Tunnel Junction to the M48 as proposed in my mind a step in the right direction. I do not feel that the building of a new motorway is the right decision; it will be an irresponsible use of public money because there are better and more affordable ways of solving the problem, and these will not destroy important wildlife habitats.

**Q2. Red Route and its complementary measures**

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### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I consider that this is the most sensible option. It will be the best way in which to utilise public money and will cause the least disruption. Done correctly it will create a viable alternative of travelling around Newport at busy times at a fraction of the cost.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I consider that it is a shame if natural habitats, something that is used by local communities for recreation, to become interferred with/destroyed by building a new motorway/relief road. I would much rather see the existing infrastructure developed further so as to minimise the impact on the environment.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See answer to environmental assessment

### **Q7. Health Impact Assessment**

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

The proposed new road building would adversely impact the noise and air pollution in and around Magor as well as any other village it passes close to. The community will not even have the benefit of being able to utilise this road. I perceive this to have a dramatic impact on the ambience of the village that could otherwise be avoided. It is also likely to have a dramatic impact on property prices to the village. As stated elsewhere in my response such adverse impact could be limited by placing the junction for any relief road between junctions 23a and 24. Please take into account what effect your plans are going to have on local communities.

### **Q9. Additional comments**

Please provide any additional comments here.

I am concerned that the proposals do not take into account the impact the new motorway will have on the communities around which it is being built. For example the proposed route for the motorway will pass directly by Magor. One of the benefits highlighted in the consultation documents is that it will reduce noise levels close to the motorway in Newport, but no account has been taken of the impact it will create to communities close to where the new motorway is being built. Furthermore the communities affected will not even have the benefit of being able to use the road. I would suggest that any motorway would more sensibly start after junction 23a so as to minimise disruption to built up areas. Indeed congestion only starts as one approaches to Junction 24. It will also mean that the road would be shorter, and hence most probably at less cost to the public purse.

Should the motorway proposals take place then I would at the very least ask that measures are adopted so as to minimise noise pollution to local communities, for example by erecting sound barriers on the side of the motorway when in the proximity of villages.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route seems to be the most sensible of the 3 being put forward. It is the most direct, so presumably shortest. It also avoids the Docks Way landfill site, which I see as a big positive. This landfill site is important as it is the only one in the region. Any impact on this could have a big impact on Newport's ability to deal with its waste.

The black route would appear to have a shorter crossing of the R Usk, which should be a lower cost. In terms of the goals - the black route appears to tick most of the boxes.

But I'm not sure to what extent the cycling and walking aspects would benefit from it.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is only a dual carriageway, so I don't understand why it is being included. It is not a fair comparison to a dual 3-lane motorway.

A dual carriageway will not have the same capacity of a 3-lane motorway, so is not as good.

I don't like the fact the red route is close to Duffryn school, when the other options are the other side of the railway.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route has a big impact on the Docks way landfill site - the historical part. I dread to think what is buried in there, so would avoid uncovering this unknown pollution at all costs (especially when there is an alternative which misses the tip altogether).

The purple route would appear to conflict with a new development at the Eastman site (north-east corner), so can't see this route going ahead, anyway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum is not an option.

Congestion will continue to get worse and the frailty of the M4 around Newport will only impact upon the Welsh economy more.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA appears to assess the scheme to have an immediate environmental impact, but that it will recover with time. This makes sense.

However, mitigation should be included to compensate for lost SSSI land, and to attempt to blend the scheme into the landscape.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Seems sensible conclusions. Not worried over the impact to the environment; I believe the scheme will be designed and built with some impact, but it will recover.

**Q7. Health Impact Assessment**

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

No comments apart from do-minimum is clearly a worst-case scenario.

**Q8. Equality Impact Assessment**

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

The equality report is a waste of time and effort.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not convinced that the problems on the M4 around Newport are necessarily because of traffic volumes per se. The road design, poor management of the speed of traffic around the Brynglas tunnels and driver behaviour seem to me to contribute to the issues. The use of speed limits is poor and not managed as far back on the approach as might be necessary. Additionally the road design encourages drivers to cut across lanes and create problems.

None of the additional road building, cutting across SSSIs and drawing more traffic into the area cannot be an improvement and will impact upon rare habitat, quality of life for local people, tourism and schools and residents nearby. The presence of the completed works would be bad enough but the additional presence and disruption of the building seems to outweigh benefits. Also the cost is massive - money that could be used elsewhere to regenerate the economy, support new businesses, technologies and people's behaviour around transport.

Wales has suffered from not seeking local innovative sustainable economic models and fails to compete in stereotypical economic regeneration approaches - the problems have been evident for a hundred years or more and a motorway ruining unique Welsh habitats is hardly likely to solve the problems

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My response to the Red route is largely the same as for the Black route

I am not convinced that the problems on the M4 around Newport are necessarily because of traffic volumes per se. The road design, poor management of the speed of traffic around the Brynglas tunnels and driver behaviour seem to me to contribute to the issues. The use of speed limits is poor and not managed as far back on the approach as might be necessary. Additionally the road design encourages drivers to cut across lanes and create problems.

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Wales has suffered from not seeking local innovative sustainable economic models and fails to compete in stereotypical economic regeneration approaches - the problems have been evident for a hundred years or more and a motorway ruining unique Welsh habitats is hardly likely to solve the problems

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My objections to the Black and Red routes are largely the same for the Purple option

I am not convinced that the problems on the M4 around Newport are necessarily because of traffic volumes per se. The road design, poor management of the speed of traffic around the Brynglas tunnels and driver behaviour seem to me to contribute to the issues. The use of speed limits is poor and not managed as far back on the approach as might be necessary. Additionally the road design encourages drivers to cut across lanes and create problems.

None of the additional road building, cutting across SSSIs and drawing more traffic into the area cannot be an improvement and will impact upon rare habitat, quality of life for local people, tourism and schools and residents nearby. The presence of the completed works would be bad enough but the additional presence and disruption of the building seems to outweigh benefits. Also the cost is massive - money that could be used elsewhere to regenerate the economy, support new businesses, technologies and people's behaviour around transport.

Wales has suffered from not seeking local innovative sustainable economic models and fails to compete in stereotypical economic regeneration approaches - the problems have been evident for a hundred years or more and a motorway ruining unique Welsh habitats is hardly likely to solve the problems

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The best response to perceived issues around Newport and transport links ought to be that which creates least disturbance and disruption to people and the quality of their lives. I'm not sure the proposed scenario here is the best. The sustainable (in terms of 'greenness' and longevity) solutions ought to involve minimising the need to travel and enable businesses to operate, thus improved broadband, affordable/inclusive/accessible public transport networks are a better option. Options for freight could be developed.

The Welsh economy has suffered over many many decades because it tries to follow a model that fits with other parts of the UK. It has meant many people leave Wales out of desperation to find jobs matching their capabilities - those that can get out do so - those that remain are sometimes the ones who cannot move because of a multitude of reasons, e.g. lack of educational attainment, low aspiration, poor job prospects etc. It's time to look at the economic model afresh and develop a Welsh model that suits the people of Wales and doesn't pander to the unsustainable model that seeks forever growth ... The thinking supporting the need to build motorways everywhere across S Wales is that which has got Wales to this point - time to think again and become an exemplar of sustainable travel, innovation in transport and business models. Doing the same old thing is only likely to create more of what's already happened ...

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There is no rationale to destroy unique habitats - it seems nothing is ever learned. The assessment seems to suggest that people who value the environment are doing so perversely if they do so at the expense of perceived economic gain. It's time to think of new solutions and approaches that protect the natural resources of Wales and recognise their local, national and international importance. The cost of this development is enormous - and unsustainable in the future. Maintaining structures across the Gwent Levels is hardly likely to be cheap and more likely to become a burden upon Welsh tax payers. The report is unwieldy and largely indigestible and not really fit for purpose in the sense of public consultation. It might have been innovative, even democratic, to involve local people in designing new solutions to perceived issues. The proposed developments are intended to bring in more traffic - the assumed logic about true Welsh economy - and with it more accidents, more pollution, lower air quality (especially around particulates) and noise - all close to unique wildlife habitats, residential areas and schools. There will be alternative solutions - especially if £1.2b is up for grabs - that could improve quality of life around Newport.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There are options that do not require £1.2b to develop and that will have lower impact upon the unique habitats on the Gwent Levels. It seems inevitable that something will happen - however undesirable. Assuming that is the case then considerable monies need to be associated with protecting habitats and species and the resources to ensure that they are replaced when the disruption of road building etc is done

#### ***Q7. Health Impact Assessment***

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

I've said a lot of what's relevant here in other sections. The quality of life will be affected for residents, people working locally and schools close by to the proposed roads. Air quality will suffer with increased traffic. Accidents will occur. The development will corral people from the Gwent Levels - making them less attractive to visit than they already are with pylons and power stations looming over them. Noise will increase.

### **Q8. Equality Impact Assessment**

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

The HRA talks about the right to free speech, which for public authorities could be translated into the right to be heard or even listened to when making decisions that will affect people. This consultation fails to fulfil that right as it has presupposed certain options when it should be up to local people to be listened to and be involved in developing solutions to perceived problems. It might be - had people been involved from the outset - that they would reject motorway development and given the opportunity they might start to suggest alternative ways of addressing the problems. The outcome that the development seems to impact upon is confused as it talks of business needs, environment, economy, traffic congestion, air quality etc etc. From an HRA perspective perhaps any underpinning rationale ought to be developed by people for people. This consultation process will tick a box for those in power but does little to encourage democratic engagement or show respect for people. If people were involved then the full equalities agenda could be addressed within an HRA approach so all perspectives contribute and are taken account of. How does this consultation take into account the needs of local people to as high a quality of life as possible? It hasn't enabled/empowered them to design their own futures. It seems to reinforce the imposition of similar solutions at great cost - monies that could have been used to address the HRA and Equalities agendas in developing the Welsh economic base to a better place than one that assumes we need more and more traffic flowing down more motorways ....

### **Q9. Additional comments**

Please provide any additional comments here.

The approach to the problems of the Welsh economy will not be solved by building this proposed motorway. It's the same old thinking about the Welsh economic base that has created deprivation for decades. Doing the same thing is likely to deliver the same results. Wales, and other areas, needs to think differently and do things differently to create a place where people are less inclined to move out to seek a better future. The HRA supports an approach that involves people being brought together to decide their future. If they had been and if they had opted for a motorway because it was THE only option to save their futures no one could object. However, I doubt that would be the case had they been involved. Time to do it differently - it will be a waste of £1.2b that could be used more imaginatively and wisely for the future.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this proposal is a great idea and will definitely help congestion. Currently driving on the M4 through Newport is a slow painful exercise. For the continued growth of the Welsh economy something must be done to improve traffic flow into South Wales.

**Q9. Additional comments**

Please provide any additional comments here.

Happy to pay a toll if there is no other way of funding the new route.

Organisation:

Postcode: LL15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

No option is included in terms of a managed motorway (smart motorway) that could reduce the speeds, increase capacity and resilience and make the motorway safer.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

No option is included in terms of a managed motorway (smart motorway) that could reduce the speeds, increase capacity and resilience and make the motorway safer.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

No option is included in terms of a managed motorway (smart motorway) that could reduce the speeds, increase capacity and resilience and make the motorway safer.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No option is included in terms of a managed motorway (smart motorway) that could reduce the speeds, increase capacity and resilience and make the motorway safer. Surely this would be a better Do Minimum?

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

#### ***Q7. Health Impact Assessment***

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

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified. How will this help the Health of the nation? Which has one of the lowest life expectancy rates in Europe?

#### ***Q8. Equality Impact Assessment***

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

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

#### ***Q9. Additional comments***

Please provide any additional comments here.

A complete new motorway is not required - it will create extra capacity that will just be filled by more people travelling on the network.

The costs and environmental impact of a new motorway cannot be justified.

Organisation:

Postcode: np26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i cannot for the life of me understand why this has come up again, after the last time i suggested having overhead signs with the speed showing every 200/300 yards as the motorway around birmingham with cameras on each one, you have put up the overhead gantries but where is the cameras??????, the other two problems are the tunnel lighting the traffic slows down because they cant see whats happening in the tunnel, and the main one is traffic using the inside lane to jump the traffic doing 50 mph they pull back out and then you have to slow down causing a knock on effect. the three lanes into two lanes from the tolls to the tunnels need sorting out, the tunnel lighting needs sorting out or get rid of the tunnels all together then you could go three lanes(yes dig a big cutting through the hillside). not forgetting cameras to stop the idiots that cause the delays in the first place.

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this is a very bad, expensive and damaging route. It will create more traffic, bypass Newport, cause huge amounts of disruption to the dock area, probably cause flooding on the Gwent Levels.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is very similar to the black route and is also environmentally damaging and disruptive.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, a bad idea. All three routes involve taking up hundreds of hectares of land which is prone to flooding.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum is probably the best option. There are other priorities for transport and economic infrastructure in Wales.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There are no figures, as far as I can tell, in this document concerning flood risk. I estimate that any new motorway or dual carriageway would involve hundreds of hectares of existing floodplain being turned into concrete or hard standing (because of the junctions, the inevitable infill development, the land used by plant and machinery during constructions etc) and this will have a devastating effect on the Gwent Levels which are currently superbly balanced against floods.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I think this document is impenetrable. And the idea that a new motorway would do anything other than devastate the existing fragile ecology of the Gwent Levels is ludicrous.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
A new motorway with speeding traffic will have a negative effect on air quality.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
The motorway routes are closest to areas where people in lower social and economic groups live. Wealthy people would not be affected in the same way, so the routes will have a negative impact on people who are already disadvantaged.

**Q9. Additional comments**

Please provide any additional comments here.  
I think that all three proposed routes are economically and environmentally disastrous.  
The consultation plan is a clumsy document that is very difficult for lay people to navigate.  
The Welsh Assembly should focus on public transport and other measures to improve transport, not spend over £1 billion on building new roads.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 through Newport is at present a very tenuous gateway to Wales which at best is vulnerable to closures and disruptions when accidents or repairs occur. A continuous source of air and noise pollution and contamination. Black Route will provide a motorway which will be very much less cluttered by local traffic which at present by sheer volume overwhelms the existing road configuration. The Black Route will limit the benefit for this local use.

Whilst hold ups may still occur on the new route the existing M4 will serve as a back up urban dual carriageway to keep traffic flowing into and out of Wales and limit business costs.

The now urban dual carriageway will allow vehicles, cycles and most importantly public transport to move more easily around and through the city, thus encouraging additional use.

The new M4 Black Route encroachment onto the SSSIs is limited and the building of the new stretch of motorway will not cause the disruption, pollution, both noise, dust and loss of homes that will the widening of the tunnels and upgrade to the distributor road, and of course the discomfort and disturbance to the residents over a wide area of Newport.

The Black Route give many advantages that the other options cannot.

This route also seems to be favoured by all the residents living adjacent to the current motorway who would be affected by the changes at the tunnels and also by "all" the businesses who haul goods along the current M4, the local residents will also feel the benefits if the current M4 is down graded to dual carriageway.

Wales beyond Newport needs to be opened properly to do business without restrictions with the rest of the UK and beyond, the old M4 route does not and will not achieve this.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route has similar traits as does the Black Route, there are however some distinct disadvantages.

The route is closer to the city and will have a more profound effect on that area during construction, it will also impact on developments planned to the south side of the city centre, there may also be disadvantages due to existing services and structures on the planned route.

While the complimentary measures are similar to those in the Black Route scenario they may be more difficult to achieve due to the afore mentioned.

Plus would not the sizeable kink in the route for the Red Route increase the cost of construction.

I would propose that the Black Route is most favoured of all options

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is very little difference between the red and Purple routes, the pro's and con's are similar, as are the complimentary measures.

The purple route runs even closer to the city and in both the red and purple routes future development could enclose the new motorway into the boundaries of the city itself. For the well being of future residents and in light of the unpleasant conditions suffered around the current M4 should this not be avoided.

Once more the encroachment onto the SSSI's is minimal and the wildlife will adapt as they have in the past, quote: foxes now live happily on my garage/ carport roof and in my neighbours garden, in complete safety. In fact more so than they do in the wilderness.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is for me a non starter, we will continue to have hold ups and stoppages business will not come to or past Newport due to the lack of an adequate infrastructure, the problem will worsen and costs will rise. Newport will continue to grind to a halt on a regular basis, accidents and breakdown will happen particularly on each side of the tunnels, the pollution will regularly rise to unacceptable levels and this is very likely to increase in frequency over the years.

In years from now it will be admitted that a new road is needed it will be more difficult because Newport has expanded and it will in the end cost possibly 10 times as much as would the Black Route now.

Someone with hindsight will say it should have been built in the 2020s.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA takes into account the environment mainly regarding SAC and SSSI areas, the small part of these that are affected and this is only right, the environmental affect on the accommodation areas, ease of travel, pedestrian and cycle, pollution, general health and well being and the access through to the whole of Wales and beyond can only benefit fully by following the Black Route which will give maximum overall benefit to the environment throughout the Newport area.

Organisation: Amphibian and Reptile  
Conservation (ARC) Trust

Postcode: CF31

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

The Gwent Levels can not be touched, this will be disastrous for the wildlife and the ecosystem services this area provides for the local population.

Please look at alternatives - Public transport improvements, improved rail services and additional stations, an upgrade of the A48/Southern Distributor Road, and the south east Wales Metro.

Thanks.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO ALL ROUTES. WE DO NOT NEED TO WASTE MONEY ON THIS. IT WILL CAUSE IRREPARABLE DAMAGE TO A SSSI. COMPARED TO MANY ROUTES IN THE UK THERE IS NO REAL CONGESTION. NONE OF THE ROUTES ARE WORTH CONSIDERING.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THE RED ROUTE

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THE PURPLE ROUTE

**Q9. Additional comments**

Please provide any additional comments here.

THE WELSH ASSEMBLY NEEDS TO SPEND THIS MONEY ON IMPROVING PUBLIC TRANSPORT INCLUDING MORE AFFORDABLE BUS ROUTES AND RAIL TRAVEL. MONEY WOULD BE BETTER SPENT SUBSIDING SUCH PROJECTS..

WE HAVE A CRISIS IN OUR HEALTH AND SOCIAL CARE SECTOR. MONEY WOULD BE BETTER SPENT BY IMPROVING CARE PROVISION BY BRINGING THIS SERVICE BACK WITHIN SOCIAL AND HEALTH SERVICES RATHER THAN COMMISSIONING PRIVATE COMPANIES TO PUT PROFIT BEFORE QUALITY OF PROVISION.

THE MORE ROADS THAT ARE BUILT THE MORE TRAFFIC IS CREATED, AS IS SEEN IN OTHER PARTS OF THE U.K. IF THE WELSH ASSEMBLY MUST BORROW MONEY THAT TAX PAYERS WILL THEN HAVE TO PAY BACK IT SHOULD BE ON SOMETHING THAT IS SOCIALLY RESPONSIBLE AND WILL IMPROVE QUALITY OF LIFE.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this new motorway. It will destroy the area I live in and it will destroy the habitat of many wildlife that live there. The damage it will cause to the Gwent levels will be irreversible and I object to this happening.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I object to this new motorway. It will destroy the area I live in and it will destroy the habitat of many wildlife that live there. The damage it will cause to the Gwent levels will be irreversible and I object to this happening.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I object to this new motorway. It will destroy the area I live in and it will destroy the habitat of many wildlife that live there. The damage it will cause to the Gwent levels will be irreversible and I object to this happening.

### **Q7. Health Impact Assessment**

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

I object to this new motorway. It will destroy the area I live in and it will destroy the habitat of many wildlife that live there. The damage it will cause to the Gwent levels will be irreversible and I object to this happening.

### **Q8. Equality Impact Assessment**

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

I object to this new motorway. It will destroy the area I live in and it will destroy the habitat of many wildlife that live there. The damage it will cause to the Gwent levels will be irreversible and I object to this happening.

### **Q9. Additional comments**

Please provide any additional comments here.

Newport has a wonderful, unique habitat that is full of biodiversity. We have water voles (whose numbers have declined by 95% in recent years) and breeding redshanks. This proposed new motorway will mean much of this habitat will be destroyed. You will be destroying my home and I am devastated that this could happen. This road will rip through the heart of the Gwent Levels. The Gwent levels are nationally and internationally important. Building a motorway through this unique and irreplaceable area will result in damage to biodiversity, agriculture, small businesses and local tourism and will no doubt lead to more development proposals. The motorway will rip through five SSSI areas. These areas should be protected but you are choosing to ignore this fact. Why grant protection to areas if you can just ignore this when it suits you and build straight through them? Wildlife cannot just move on somewhere else. How long can we keep building on every piece of green land?

Also I believe this new motorway will encourage the commercial world to drive right past Newport to get to other busier business centres. At present Newport is in the shadows of Cardiff and Swansea, the city centre is dying and more and more shops are closing. Surely this money would be better spent improving the city? You cannot provide evidence that the new road will be a major provider of jobs to Wales. In times where local councils are facing serious budget, job losses and front line services are being cut, it seems ludicrous to me that you can justify spending £1.25 billion on a motorway that's not needed and will cause irreversible damage to the area.

Surely this money would be better spent on improving public transport and rail services and additional stations or creating a south east Wales Metro, or even better; upgrading the A48/Southern Distributor Road. This is something CALM Campaign has suggested. The A48 is already there, it would cost a lot less money to improve it and it would cause a lot less damage to the surrounding area. However the you are is choosing to ignore this option. I strongly object to this proposal and I hope it is rejected.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

the plan so far , has been neglect of the wildlife this area provides for , further options need to be explored , im against this development

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black plan is most likely to succeed in obtaining the objectives and it will become the primary route for those traveling across SE Wales. The other plans seem less effective and unlikely to encourage the bulk of the non-local traffic to use them.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per answer Q1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per answer Q1/

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This does not seem like a viable option to me. With increasing traffic levels the current problems can only get worse. I do however think the final solution must then be properly weighed against the other Assembly project of considering alternatives to road transport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Looks like a clear and comprehensive assessment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Insufficient detail for me to comment.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Looks like a clear and comprehensive assessment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given the appalling environmental consequences and small travelling gain I am opposed to the Black Route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given the environmental consequences I oppose the Red route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given its small gain, cost and environmental consequences to the levels I oppose this route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The southern bypass was completed a few years back - this road could be improved and widened in places

The Bryglas tunnel presents a potential bottleneck and given the cost of an alternative motorway the cost of an additional tunnel becomes viable

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Problems 8 and 11 can be resolved by other means, problems 14 and 15 are not related to the options being debated. Goals 3, 6 and 15 are probably not achieved, but are of lower importance. All other problems addressed and goals achieved at least until 2035 on the corridor.

There is concern that intermediate junctions would cause additional problems of unnecessary local journeys as has been found on the M4. The group considered that no more than one junction with a link to the A48 SDR should be considered.

The black route should be quickly taken forward through the Orders/CPO stages now that the Prime Minister has signalled that the Finance can be found.

There was no room for this additional comment in answer to Question 9:

In relation to Questions 1-4, under the heading of assessments, it is written that benefits could be available. For example on page 30 paragraph 7.2 it is said that the draft Plan could help to significantly reduce problems of congestion on the highway network. The group was of the opinion that in this and all other similar instances would should be substituted for could.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route could not accommodate future traffic up to the design year; overload and congestion would occur well before 2035. Consequently, although most of the goals would be achieved in the short to medium term, many would fail before the design year. Furthermore, the red route would take the optimum alignment for a subsequent new motorway which would be needed to solve the early capacity shortfall. The reasons for eliminating the red route as set out in 13.1.1 of the June 2013 WelTAG report are endorsed by the group.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The reasons for preferring the black to the purple route as set out in 13.1.2 of the June 2013 WelTAG report are endorsed. However, issues not mentioned there, but considered by the group, are firstly the details of the (black and purple) structures over the River Usk and to the west. Secondly, the black route would form a convenient planning barrier to development to the south of the motorway. Other than for those reasons, the purple route performs well in addressing the problems and achieving the goals.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The identified problems are exacerbated by the do-minimum scenario and few if any of the goals are achieved. In particular, the economy of the whole of South Wales would be constrained and the group determined that this would not be acceptable.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The assessment has identified several adverse features, some of which can be mitigated immediately or in the long run. The black and purple routes offend particularly in relation to landscape, townscape and heritage. The group is of the opinion that the benefits of constructing the black or purple routes would outweigh these issues massively and should not be a reason for rejection. The group points out that views of the transporter bridge for passengers travelling on any of the three routes would be attractive and beneficial.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This assessment, which has strong links with the biodiversity feature of the environmental assessment, has thrown up a minor adverse feature in relation to bats, and a well understood issue in relation to the River Usk crossing. Construction engineers are well acquainted with the DMRB requirements for the protection of migratory fish and otters. This is a construction problem that can be mitigated, but thereafter there would be no significant problem.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. The assessment shows that only the do-minimum scenario has any adverse impact on health.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. The assessment shows that none of the schemes have an adverse effect on equality, although the construction of a road would, not surprisingly, only benefit those who have use of a car.

### **Q9. Additional comments**

Please provide any additional comments here.

25 members of the Retired Engineers Group of the Institution of Civil Engineers Wales Cymru met on 04 November 2013 to consider the draft Plan Consultation Document and associated documents. These comments represent the collective view of the members present who between them have had career long experience of commissioning, designing, constructing and maintaining motorways and trunk roads.

In relation to Questions 1-4 and paragraph 3.3 Aims of the M4 Corridor around Newport. Three aims are listed but the group is of the opinion that Aim 2, delivering a more efficient and sustainable transport network, is the overwhelming number one priority. The other two aims are of secondary importance in this instance.

Again in relation to Questions 1-4, several of our members, having had a lifetime experience in drainage issues and the consequences of flooding, remark on the required minimum road level of any of the three routes where they skirt the Gwent levels. Tide levels could rise with global warming threatening the flood bank along the estuary. Should the flood bank be topped or breached, measures should be in place to avoid flooding of both mainline railway and the new motorway or trunk road.

In relation to Questions 1-3. The group was concerned that little detail of the M4-B4245 link had been included in the consultation. As an integral partner to any of the three schemes, it should have been available for a strategic comment. If there are alternatives for the location of the link, they should be available for consultation on the preferred scheme.

The group also expressed concern about the future status of the existing M4 should it be reduced to a trunk road. Reopening the slip off to Caerleon could be supported, but careful consideration should be given to any other proposals which would reduce operating standards.

Organisation: Torfaen Friends of the Earth

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or major dual carriageway across the Gwent Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route will damage the wildlife and the SSSI site which is of major importance to the ecology and biodiversity of a major part of Newport's natural habitats and is of international importance for migrating birds.

I do not believe that it will address the long term problems of the M4 in Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to these proposals for the reasons already stated.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not consider that a "do minimum" scenario will solve the long term needs of transport at this location and consider that to be unsustainable for that reason.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There is a conflict in the report of the competing aims of biodiversity protection, climate change mitigation and improvement of air quality. The lesser of the evils would point towards an upgrade of the A48/Southern Distributor Road as a preference.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

While a number of studies of individual species has been undertaken, the over riding impression is that the connection between the inter-relation of these species upon one another's habitats has not been made in a holistic way. Isolated protection of individual species affects those others upon which it relies for existence.

### ***Q7. Health Impact Assessment***

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

The impact on health and social well being of all these proposals would not achieve the long term benefits to commuters and residents alike unless an integrated transport policy is adopted for this region, particularly if the South Wales/M4 corridor is to support sustainable economic growth.

### ***Q8. Equality Impact Assessment***

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

Social equality can only be improved by an integrated transport system where there is greater choice of transport which does not rely on car ownership. City centre and suburbs design and planning should be sensitive to a more localised shopping experience and improved support to local businesses to offer employment.

### ***Q9. Additional comments***

Please provide any additional comments here.

I believe that the trend for improved economy for the future and social cohesion relies on a comprehensive and integrated transport system and not reliant on ever more road developments. Any improvement of road widening or faster routes is a short term gain, which means loss of other important environmental benefits.

The following is a list of suggestions/options for consideration:

Improve public transport and rail links, with additional stations.

Upgrade A48/ Southern distributor Road

Investment by WAG and UK government in the provision of a south east Wales Metro.(I have great experience of using the Tyneside Metro - my non-car owning friend relies on it and it is a well used facility by all social groups, particularly the less well off)

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal, as you say in the report:

The Black Route would cross approximately 8.5km of SSSI land resulting in the loss of up to 60ha (less than 1.5%) of the total SSSI. The principal ecological interest of the Gwent Levels SSSI lies in the reed drainage system. The SSSI is an important wildlife corridor, an essential migration route and key breeding area for many nationally and internationally important species. Other designated sites along or within the vicinity of the Black Route includes the River Usk (SAC) and (SSSI), the River Severn Special Protection Area (SPA), the River Severn Ramsar Site, and L

Do you not care anything about the environment? The Brynglass tunnels are the problem and this is only at peak times. Everyone knows this so avoid this time and there are very few problems.

No matter what you do there will always be increased traffic for years to come.

More public transport is what is needed.

9. When there are problems on the M4, there is severe disruption and congestion on the local and regional highway network. - Doesn't this happen to every highway in the whole of Great Britain when there is a problem on a motorway or is it just Newport that suffers this?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I still object to this as per my comments before, although this is slightly better than the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per previous comments

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 or any motorway will always have problems at peak times no matter what you do due to increased traffic

**Q9. Additional comments**

Please provide any additional comments here.

Public transport improvements

- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south east Wales Metro
- Are there better things that £1 billion can be spent on in Wales?
- Please keep the environment and all the wildlife that live in it for people to enjoy

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I STRONGLY OBJECT to the draft plans and its complementary measures. This is not a solution to any traffic problem, will increase traffic (and all its associated issues - i.e. pollution). I find it of great concern that any area protected by legislation for the purposes of conservation can be built on. This is not protection. The problems regarding the congestion are not being addressed logically and with the tax payer in mind. Commuter traffic is the main cause of road congestion, and measures are required to reduce this burden. Improvements to CURRENT public transport are paramount, including reduced costs and increased services.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While the red route may aim to be less destructive, it will involve building within a European protected area (SAC) and thus cause extensive damage to both wildlife and the natural resources therein. These areas are ESSENTIAL for maintaining the UKs conservation aims as well as the people's right to open space and the natural environment. Damage to areas such as these cannot be underestimated, and no amount of time will restore what will be lost. I strongly object to these measures outlined by the draft plan. The short-term benefits to the economy will NOT outweigh the costs to our natural resources.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this plan and its complementary measures. The plan, as with all others contained within the draft plan, will destroy valuable protected areas that are essential for wildlife and the mental health of people. This plan, like all others included in the draft plan, is not addressing the key problems - the lack of an efficient and affordable public transport network.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whilst the 'do minimum scenario' may aim to appease short-term congestion issues, it does not address the long-term problems. There is no mention of improvements for public transport within this scenario, and thus will never achieve long-term aims to reduce traffic congestion.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Costs to wildlife and human health from the destruction of a number of national and European protected areas have not been appropriately considered. The Gwent levels are a unique wetland habitat, and the planting of a reedbed (that does naturally occur in this habitat) will not offset the major losses any habitat destruction or modification will incur. Introducing new species that are neither native nor rare will not offset those lost, nor will they compensate for loss of biodiversity. The same paragraphs have been pasted into the appropriate sections, and show a lack of understanding of the value of ecosystem services and functioning. The plans do not accommodate the increased habitat fragmentation, overwhelming pollution (noise, light and chemicals) with any reasonable effect, aside from vague statements concerning 'minimising effects'.

This assessment is BIASED towards the new plans, and should be re-evaluated with the appropriate measures included.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Whilst the assessment takes into account all the protected species and habitats within the area, it fails to consider that animals may move, and that food is not always located in the same areas, requiring foraging movements. The assessment also highlights the number of species and areas that will be negatively affected by the developments.

It is of note that much of the analysis for determining whether the development has negative impacts can only take place after the development. This is short-sighted and in no way an appropriate means by which to ascertain negative impacts. The value of the areas as a whole (to both wildlife and people who use them recreationally) have been seriously underestimated.

### **Q9. Additional comments**

Please provide any additional comments here.

The cost of this development in terms of human health and well-being, as well as conservation outweighs any of the short-term congestion benefits that may be experienced.

The government should instead consider spending the vast amount of money involved on projects that will benefit people in the long-term. For example:

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south east Wales Metro

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route across the Gwent Levels which will damage important habitat and blight land alongside.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is slightly less damaging than the Black Route but will still cause loss of habitat and detrimental impacts on adjacent habitats. I object to this route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Comments as for Red Route. I object to a new motorway across the levels

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If more freight was carried on an improved rail system then this option could work. Measures to reduce road traffic and more calming measures would help.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments other than to support the stance taken by the Campaign against the Levels Motorway (CALM)

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
as for Q6

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
as above

**Q9. Additional comments**

Please provide any additional comments here.

I cannot believe that a new motorway is being contemplated on the Levels with all the resulting damage and disturbance to habitats, wildlife and people. Traffic must be got off the road system and onto the railway.

Organisation:

Postcode: CF83

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan, given that there will be a net loss of biodiversity and the associated ecosystems services, with very little scope to mitigate or compensate at an adequate landscape-scale for these losses, as a direct result of it.

The fragmentation of habitat that will occur will result in degradation of the small portions of SSSI designated land (and other high quality habitat). Higher levels of pollutants derived from the infrastructure build and use (i.e. traffic), including run off, will cause the special reed systems of the Gwent Levels to become unviable as wildlife havens or to enable farmland to thrive.

It will also direct traffic around Newport, meaning local businesses are placed under further economic stress.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan, given that there will be a net loss of biodiversity and the associated ecosystems services, with very little scope to mitigate or compensate in an adequate landscape-scale for these losses, as a direct result of it.

The fragmentation of habitat that will occur will result in degradation of the small portions of SSSI designated land (and other high quality habitat). Higher levels of pollutants derived from the infrastructure build and use (i.e. traffic), including run off, will cause the special reed systems of the Gwent Levels to become unviable as wildlife havens or to enable farmland to thrive.

It will also direct traffic around Newport, meaning local businesses are placed under further economic stress.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan, given that there will be a net loss of biodiversity and the associated ecosystems services, with very little scope to mitigate or compensate in an adequate landscape-scale for these losses, as a direct result of it.

The fragmentation of habitat that will occur will result in degradation of the small portions of SSSI designated land (and other high quality habitat). Higher levels of pollutants derived from the infrastructure build and use (i.e. traffic), including run off, will cause the special reed systems of the Gwent Levels to become unviable as wildlife havens or to enable farmland to thrive.

It will also direct traffic around Newport, meaning local businesses are placed under further economic stress.

#### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Further detail on the planned schemes which are part of the "do minimum scenario" are required. They should be each consulted upon on a case-by-case basis, and the potential to impact upon the travel experience and (more importantly) the biodiversity of the areas they bisect should be fully understood and explored.

The outcomes of the works to the Brynglas tunnels should be disclosed (were they successful in their outcomes, and how have they impacted upon the traffic volume study or the forecasts).

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA highlights the increase in CO2 as a direct result of infrastructure build, the increased road usage which would undoubtedly occur and issues regarding the impacts our changing climate will have upon the area.

All of these issues require further research and, investigation over the long term (i.e. 10yrs +) on how the potentially additive effects of climate change and the scheme may impact upon the environment.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The HRA states that "Out of Newport's seven Air Quality Management Areas (AQMAs), four are associated with the M4. Higher traffic volumes along the M4 are likely to contribute not only to poor air quality, but also noise pollution, compromising the amenity of neighbouring residential communities."

However, it is well documented that if a road is built, it will be used, resulting in the new route will also contributing to poor air quality. Therefore this statement cannot be used to support the proposed development.

#### ***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Increased numbers of roads will result in increased emissions over a wider area, causing more health issues.

The presence of large unsightly infrastructure across a large area will undoubtedly cause a lower regard for the environment, with a wider scale reduction in time spent outdoors, resulting in increased obesity and mental health issues. These are issues which are highly prolific in and around the local area, and so will not be aided by the presence of the new road.

#### ***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. No comment.

**Q9. Additional comments**

Please provide any additional comments here.

There is no mention of upgrading the existing distributor road within the options outlined within the consultation. This infrastructure is already in place and with a substantial upgrading programme costing approximately 1/3 of the cost of any of the other routes. This is a sensible and much needed saving. The remaining funds can then be spent on infrastructure that is much more required such as in schools, hospitals or helping to regenerate Newport.

A transparent statement into the funding arrangements (where the money is from, who is responsible for any ring-fencing) of the development should be made available as part of the consultation process.

There must be studies completed into how the electrification of the railways and how the A465 widening works will impact upon traffic on the M4, and if there is a resulting "need" for the development.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any disruption of the Gwent Levels. Wildlife and habitat has already been impacted by the the Cardiff Bay barrage and further disruption would be disastrous to the many species currently protected in that area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any disruption of the Gwent Levels. Wildlife and habitat has already been impacted by the the Cardiff Bay barrage and further disruption would be disastrous to the many species currently protected in that area.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any disruption of the Gwent Levels. Wildlife and habitat has already been impacted by the the Cardiff Bay barrage and further disruption would be disastrous to the many species currently protected in that area.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it highly unlikely that this will adequately relieve any current problems. There will still be serious traffic need son the existing roads and creating another large road network will, eventually create two headaches.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I believe that protection of biodiversity and the local environment is bound to be harmed too a greater degree than any plan will allow for and therefore should not be embarked upon.

**Q9. Additional comments**

Please provide any additional comments here.

I believe that an alternative should be found to this costly and ill considered option. Public transport or enhancement of existing routes should be the priority.

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all of these three routes. All of them require expensive new-build. I have not been able to find the costs in your consultation document, but I remember from the previous document that new routes going across the Levels are expensive. Not easy to build on, and unless built on stilts (expensive) will be liable to flooding. I don't understand why the second option in your previous consultation is not included, which is upgrading the Southern Relief Road, which was much cheaper.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all of these three routes. All of them require expensive new-build. I have not been able to find the costs in your consultation document, but I remember from the previous document that new routes going across the Levels are expensive. Not easy to build on, and unless built on stilts (expensive) will be liable to flooding. I don't understand why the second option in your previous consultation is not included, which is upgrading the Southern Relief Road, which was much cheaper.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all of these three routes. All of them require expensive new-build. I have not been able to find the costs in your consultation document, but I remember from the previous document that new routes going across the Levels are expensive. Not easy to build on, and unless built on stilts (expensive) will be liable to flooding. I don't understand why the second option in your previous consultation is not included, which is upgrading the Southern Relief Road, which was much cheaper.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do understand you need to do something. Why not upgrade the Southern Relief Road?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The goals of the m4 corridor around Newport?

A bit presumptuous as yet guys?

Of course another carriageway somewhere will alleviate the pressures on the m4, but use the existing route to do it please people. What is rapidly turning into an industrial/housing site, must we finish the job with yet another tarmac carbuncle running through our beautiful rural countryside?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal to extend the M4 corridor around Newport.

The damage to wildlife and the natural area of the Gwent Levels would be a tragedy and the wildlife and nature would be lost forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the destruction of wildlife, and flora at the Gwent Levels for the provision of more motorway and congestion.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the destruction of the Gwent levels along with its wildlife and flora to make way for a motorway.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Minimum scenario would be to leave it as it is.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Do not understand this question.

**Q9. Additional comments**

Please provide any additional comments here.

Why doesn't the Welsh Government put the money into investment into Public Transport? Transport links in Gwent are very poor. I work with unemployed people and a huge barrier to their finding work is the poor transport in the area means that it is difficult and expensive to travel any distance.

Why don't we be more green? Save the Gwent Levels and improve bus and train routes in the area. Also, this seems to me an initiative that National Government want. Does Welsh Government really want this?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to the plan. I do not think it will help the address the problems of the M4. I feel it will just damage the Gwent Levels which is such an important natural habitat for wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to this plan as I feel it will cause great damage to the Gwent Levels an area of brat wildlife importance.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to this plan as I feel it will not solve the M4 problems and will cause spoil the Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

We do need to do something about the traffic in this area but a route through the Gwent Levels is not the answer.

Improvements in public transport would help.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do NOT support any new route for the proposed M4 relief Road.

The Llanwern access road has just been finished and this was to be used as a relief road should the M4 be busy or blocked. This has NOT been tested yet. How can you justify spending more public money prior to the new road being tried?

The Gwent levels are SSSIs. They are part of our Welsh heritage. Life is NOT just about fast roads, transport issues, CBI influencing business related discussions. Business will not flourish in SE Wales until the Severn Bridges are free to use by everyone.

The draft plan is EXPENSIVE. There are cheaper less drastic options such as improving local roads, telling people about the new A4810. The money promised to WG is a loan and will need to be paid back. How? Savings are having to be found already due to bank mismanagement. It will be the public (including Conservative and other voters) who will end up paying as usual.

The wildlife in this area is an SSSI, supposedly NOT for development - unless WG changes the rules to suit their aspirations NOT those of us who live here and pay our taxes. All 3 routes will have an unacceptable affect on Wildlife. We refused to agree to a road before and the same reasons apply again. Nothing has changed; if anything the traffic on the M4 has reduced. There are no excuses and no reason to build this road, take note of what the people say not the CBI and the EU. This is our Country and we do not want to be bullied into agreeing to more and more roads.!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See the answer to the first question.

I DO NOT SUPPORT ANY ROUTE SUGGESTED.

I am not happy that this consultation appears to give a fait accompli that we should agree to one of the three routes

THE ANSWER IS NO!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answers to questions 2 and 1.

Save money, look at local road improvements, try them out, spend less. THEN review the situation. Look ahead, plan for the future, consider our health and our children's health.

Spend (much less) money on an integrated transport system for Monmouthshire, Newport, South Gloucestershire and the Wye Valley.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

see again questions 1,2 & 3.

Save money by looking at local road schemes to reduce local drivers taking up space on the M4. Improve out travel infrastructure, an effective train service that stops at local places, build a station at Magor.

Improve parking at stations.

Develop/improve bus services such that buses will run to connect with train times. Get private bus and train services talking to each other for the benefit of their consumers.

Create a junction at Rogiet to feed all the proposed new housing. Close some of the many junctions on the M4 which encourage locals to 'junction hop'.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Look at the environment, not just wildlife but CO2, health issues such as asthma, and other chest conditions, if our buses and trains were adequate we would not use our cars, thus the motorways would be used by heavy vehicles and long distance trips which is what they were originally intended for.

Cutting down trees by building more roads increases CO2 emissions.

PLEASE look at cost effective measures not the glamour of a new M4 relief road which can be used as a 'badge of office' to the present political incumbents and their Government officials.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I AM NOT CONVINCED WITH ANY OF THESE ASSESSMENTS. THE ROAD WAS WITHDRAWN BEFORE. NOTHING HAS CHANGED AND IT SEEMS TO ME THAT IF THE POLITICAL WILL IS THERE WE, THE ELECTORATE , AND OUR VIEWS CAN BE UNDERMINED TO SUIT AS WITH DEVELOPMENT ON PREVIOUSLY DECLARED SSSIs

#### **Q7. Health Impact Assessment**

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

See previous answers. It is interesting to note that local GPs have not been consulted about their local patients' health issues.

#### **Q8. Equality Impact Assessment**

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

It is not equality when people are given a limited time to respond, not all people have access to IT facilities and many of the people who will be affected are likely to be disadvantaged eg those living closest to planned routes, animals, children and adults who cannot afford to drive.

**Q9. Additional comments**

Please provide any additional comments here.

Yet another disadvantaged group are those who are not able to write convincingly and those people who work, have families and other commitments and cannot spare the 75 minutes it has taken me to write this on a PC.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the construction of the proposed M4 relief road, it will damage the sensitive environment of the Gwent levels. I feel the A48 fromn junction 24 gives ample extra capacity to relieve the pressure on the M4 but the appears to be some reluctance to make use of it. This should be encouraged or even enforced prior to spending millions on an unwanted new piece of road. The main issue on the road M4 from junction 24 to the west is predominantly poor driving skills, this is another issue than needs addressing prior to committing to new structural work.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This alternative route stills encroaches upon sensitive environmental areas, therefore I object again to this proposal upon the same grounds

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Once again I object to this proposal on the same grounds as given in questions 1 and 2. I am local resident and am proud of the wildlife in this area and praise the hard work and committment of dedicated people in enhancing the habitat in these areas for the fauna and flora to prevail. Why should wildlife be given the back seat when the government decide to create industry, why should all the rules of wildlife protection be forgotten when policy makers take it upon themselves to supposedly improve an area. As individuals we would not be allowed to undertake any building or development without taken note of wildlife needs. Leave it alone!!!!

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think another route is necessary, and I object to it.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any additional roads across the Gwent levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any additional road across the Gwent levels.

**Q9. Additional comments**

Please provide any additional comments here.

Instead of further damaging the Gwent levels, I suggest that the rail route be improved with more stations.

Organisation:

Postcode: NP16

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is another case of the car and lorry riding roughshod over our remaining areas of rare biodiversity. The levels are of major importance with regard to animals birds and rare plants. Once a road runs through these areas it will only be a matter of time before industrialisation follows. For once think of alternatives such as improved public transport ( bus and rail ) and improving existing road networks.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

None of the routes preserve our valuable environment

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A damaging route as are all the others

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We know this was flawed

***Q7. Health Impact Assessment***

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

More roads more cars and lorries. More pollution.

***Q9. Additional comments***

Please provide any additional comments here.

As I have said before lets not let cars and lorries ruin what is left of our special environment of the Gwent levels.

Organisation:

Postcode: Np12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black, Red and Purple Routes as a New Road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red, Purple and Black Route of the New Road!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the Purple, Black and Red Route of the New Road!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

None only to kill off the Wildlife!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I OBJECT to the New Road!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I OBJECT to the New Road!

**Q7. Health Impact Assessment**

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

I OBJECT to the new Road!

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
I OBJECT to the New Road!

**Q9. Additional comments**

Please provide any additional comments here.  
I Object to the New Road!

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel VERY, VERY, STRONGLY that NO MOTORWAY should be constructed regardless of colour.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

NO RED ROUTE

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

NO PURPLE ROUTE

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the Black Route. This proposed route would damage irreparably the nationally and internationally important Gwent Levels. It is a proposal that beggars belief.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the proposed Red Route.

This route would damage the Gwent Levels irreversibly. This damage is not sufficiently examined in the consultation document.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the proposed Purple Route.

This route would damage the Gwent Levels irreparably.

Although the potential devastating effects on the Gwent Levels are listed in the consultation document, insufficient weight is given to them. They are relegated as being 'concerns of interest-groups', which is an unrealistic assessment of the potential damage to local, national and international interests.

**Q9. Additional comments**

Please provide any additional comments here.

The Gwent Levels are registered as a Landscape of Outstanding Historic Interest. The proposed route(s) take no account of this.

The Gwent Levels encompass 4 nationally important Sites of Special Scientific Interest. The proposed route(s) would lead to a loss of valuable wetland habitat and threaten rare and endangered wildlife, plants and insects.

The River Usk is a Special Area of Conservation, designated under European legislation. I don't believe the proposed route(s) will help to conserve the River Usk.

The area under threat from the Welsh government is nationally and internationally important. The Gwent Levels should be protected and conserved for current and future populations. I believe the Welsh government should reflect on why the area should be treasured, not trashed.

The Blue Route, an upgrade of the A48/Southern distributor Road, is not discussed in the Consultation Document but would prevent degradation of an environmentally sensitive area. I believe the Consultation is seriously lacking in breadth and depth. I repeat, the potential damage to the Gwent Levels is not only of concern to environmentalists and 'interest-groups'. The potential damage is of much greater significance.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it goes through 4 SSSI sites, a special area of conservation and will damage the Gwent Levels ecosystem.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it goes through 4 SSSI sites, a special area of conservation and will damage the Gwent Levels ecosystem.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it goes through 4 SSSI sites, a special area of conservation and will damage the Gwent Levels ecosystem.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not accept the goals of the M4 corridor. This question is warped in such a way as to lead the public astray. The problem of the M4 near Newport is that a 3 lane carriageway narrows to a 2 lane carriageway. If the M4 were a 3 lane carriageway from the Severn Bridge to junction 27, the problem would largely disappear.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I cannot answer this question without reading the SEA. As it is over 200 pages long, it will have to wait, especially as the system employed here does not open the document in a new page.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I cannot answer this question without reading the HRA. As it is over 300 pages long, it will have to wait, especially as the system employed here does not open the document in a new page.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I cannot answer this question without reading the HIA. As it is over 60 pages long, it will have to wait, especially as the system employed here does not open the document in a new page.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
I cannot answer this question without reading the EIA. As it is over 60 pages long, it will have to wait, especially as the system employed here does not open the document in a new page.

**Q9. Additional comments**

Please provide any additional comments here.

If widening the present M4 to a 3 lane carriageway at Magor and the Brynglas tunnels is too difficult, then the only reasonably priced, least damaging option is to upgrade the existing A48/southern distributor road.

The format of this questionnaire is difficult to grasp and does not allow the reader to open documents in another tab which would make completion much easier.

The tone of the whole questionnaire is that one of these options must be chosen and makes the implication that other choices are not possible.

The option to email the completed questionnaire should be given after this last question. As it is, there is no information as to how to submit my views.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the draft plan as portrayed in the Black route is the best option to overcome both existing and future issues on the current M4

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A stop gap measure only which will not address the issues

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A stop gap measure only which will not address the issues

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

South East Wales needs positive action going forward to ensure prosperity for our children and grandchildren.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal to increase roads around Newport.

We already have a railway line which could be developed to attract more use by commuters and businesses.

This is a beautiful area for wildlife and plants, both of which would be destroyed by development. Think again, please.

Organisation:

Postcode:

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The 3 routes just blight a different part of Newport. IF the existing M4 was largely dismantled, leaving Allt-yr-Yn and 14 locks in peace + Caerleon, then this might be acceptable, but not motorways both sides of town.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We need a 50m wide mixed tree plantation along the South side of the route of the new road planted NOW so that it protects the nature reserves and SSSI from some of the disturbance.

**Q7. Health Impact Assessment**

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

Remove most of the existing M4 and this plan would actually improve the health of much of Newport.

**Q9. Additional comments**

Please provide any additional comments here.

Proper mitigation isn't discussed. There is an opportunity here to improve the environment of this corner of Wales:

- 1) Remove much of the existing M4 and the blight it causes
- 2) Plant a shelter belt on the South side of the new road
- 3) Declare an area of special natural interest, connecting Magor Marsh, Newport Wetlands and Solutia nature reserves, and arrange reens/vegetation corridors between them.

Organisation:

Postcode: NP11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route is by far the best option

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I still think that the black route is the best option

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Once again I think that the black route is the best option

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No opinion

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No opinion

**Q7. Health Impact Assessment**

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

No opinion

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No opinion

**Q9. Additional comments**

Please provide any additional comments here.  
Please please we desperatly need this road

Organisation:

Postcode: NP4

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because it will destroy wildlife habitats and, more seriously, fragment habitats throughout the whole of the Gwent Levels area, making many plant and animal species more vulnerable in an area which is nationally important for wildlife.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because it will destroy wildlife habitats and, more seriously, fragment habitats throughout the whole of the Gwent Levels area, making many plant and animal species more vulnerable in an area which is nationally important for wildlife.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because it will destroy wildlife habitats and, more seriously, fragment habitats throughout the whole of the Gwent Levels area, making many plant and animal species more vulnerable in an area which is nationally important for wildlife.

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All these routes will cross the Gwent Levels which is an exceptionally important area for Welsh wildlife. The money could be used updating other routes, which are more environmentally friendly,

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same comments apply for this route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same comments apply to this route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be more acceptable.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Devastating, as I have already stated.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal. It will cause irreparable damage to an important natural landscape.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal. It will cause irreparable damage to an important natural landscape.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal. It will cause irreparable damage to an important natural landscape.

***Q9. Additional comments***

Please provide any additional comments here.

I have found this online consultation awkward to use. The need to submit each page individually passing through a dialog box in between is deliberately offputting.

Please save the money that would be spent on this scheme and use it for something to benefit people not just business.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A new through motorway with no turn-offs from Interchange 23 and Interchange 29 on near flat land will provide the perfect long-term answer to the bottleneck problems suffered by the present section of that M4 in the Newport area. Ideally, a motorway of 6 lane standard (i.e. 3 lanes plus hard shoulder each way) would be best but if costs make this prohibitive, a highway with two lanes only each way may be just acceptable. The Usk bridge should be of full motorway standard anyway.

The main objective should be to take out all through traffic bound for destinations beyond Newport. The benefits accruing to the South Wales economy as a whole would be considerable.

.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A two-lane all purpose road would be unsatisfactory in meeting the long-term needs of the South Wales economy. Any new road must be devoted to its exclusive use by traffic seeking access to major conurbations like Cardiff, Swansea, etc., and the Glamorgan valley townships linked to it. The existing M4 and SDR will be more than adequate then in servicing Newport's access requirements.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments in answer to Questions 1 and 2 regarding a new motorway are sufficient to cover this I feel.

A reduction in the traffic using the existing M4 around Newport would be particularly welcomed by residents currently worse affected by noise and air pollution, e.g. in St Julian's, the Brynglas Tunnels area and part of Glasllwch

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A 'do minimum' solution' hardly bares thinking about!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THE PROPOSALS FOR MOTORWAY OR DUAL CARRIAGEWAYS.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THE RED ROUTE

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THE PURPLE ROUTE

**Q9. Additional comments**

Please provide any additional comments here.

WHY NOT UPGRADE THE A48/SOUTHERN DISTRIBUTOR ROAD?

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to a motorway or major dual carriageway across the Gwent Levels - neither will solve the problems of the present congestion on the M4. Get people out of their cars and either onto public transport or into car sharing - either or both will go a long way to solving the congestion problems. Apart from destroying the Gwent Levels for ever, a motorway or dual carriageway will just create more and more traffic and to me, would be a criminal act by the Welsh Government.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please read Question 1 - my answer is there.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please read my answers to Question 1 and 2.

**Q9. Additional comments**

Please provide any additional comments here.

Having had the misfortune to be stuck, as a travelling passenger, in one of the many queues of barely moving traffic leaving Newport at what I now call 'office chucking out time' on far too many occasions I use my time checking the numbers of vehicles which are carrying more than one (the driver) person. At a rough guess I would estimate probably one in fifteen may have one or two passengers. So I have to ask what is the point of continuing to widen roads from two to three lanes or three to four lanes, to build more and more roads and destroy more and more of our countryside of which far too much is already being destroyed by building more and more housing estates instead of concentrating on spending time encouraging people out of their cars and either onto buses/trains or into other people's cars in a 'car share' arrangement by providing adequate and convenient parking areas which suits the majority of workers. We see so many lay-bys with nose to tail cars belonging to people who are obviously car sharing or is it just easier for the Welsh Government/local authorities to agree to yet another countryside destroying motorway which in years to come, will also need widening or even worse, when the planners will be saying 'we can solve this problem with another motorway (the M321 or M420?)'.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

I strongly object to the m4 corridor. The SDR was created to allow traffic to bypass newport but it has too many entrances, exits and roundabouts, these should be removed to allow it to function as it was supposed.

Having driven at peak times one of the major reasons why delays occur are driver issues, lane hogging, speeding carelessness (perhaps drivers should be fined on these sections?) and undertaking on the Caerleon hill and cutting back at the last minute causing other drivers to brake. Thus slowing the traffic further. After driving on the M25 and sections of the M5 I can assure you the M4 congestion is not that bad!!

If there is a huge amount of money available perhaps we should use it to subsidise the Severn Bridge, or buy it from the current owners. This will do more for Welsh business than another road by stopping the expense for Welsh business's to bring goods into Wales, it may even encourage businesses to relocate to Wales!

If the Assembly does want to improve the flow of traffic then spend the money upgrading the M4 by expanding the current system and tunnels, not by building another road system.

Questions 4-8 I have left blank as I find the documentation heavy going and not easy to read or understand, I feel it has been written with professionals (road builders?) in mind not the general public.

I also feel that building a new road is not sustainable. (Something that Arup as consultants say is at the heart of it's projects), how can building over green areas be sustainable.

I also find it concerning that a design and engineering firm can run the consultation, surely that is a conflict of interest and something that should be done by an independent organisation.

Organisation:

Postcode: CF82

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to any proposal to build a new motorway in this area; it will only encourage more traffic, and will lead to irreparable loss of wildlife habitats.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similarly, I do not feel that an additional major road will do anything other than add to traffic in south east Wales, while damaging the environment and adding to pollution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal as I feel that it will encourage growth of road traffic, while damaging habitats and important conservation areas.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that this scenario is both more affordable and less damaging to the environment, and would therefore support it, alongside improvements to public transport.

**Q9. Additional comments**

Please provide any additional comments here.

I strongly oppose proposals that will involve massively expensive new roads, cutting across important habitats, and encouraging people to use the roads more. This makes no sense in a world where climate change demands that we take action to reduce carbon emissions. The Gwent Levels are precious and unique, and deserve every protection we can afford them. .

Organisation:

Postcode: Np7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed extension of the M4 on the grounds that it is unsustainable and irreversibly damages the natural environment

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed extension of the M4 on the grounds that it is unsustainable and irreversibly damages the natural environment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed extension of the M4 on the grounds that it is unsustainable and irreversibly damages the natural environment

**Q9. Additional comments**

Please provide any additional comments here.

I feel strongly that the Government should be discouraging car use, promoting more sustainable and healthier options. Lets be innovative and forward thinking. Don't look backwards for solutions. Road expansion is not the answer. The Gwent levels is an important area for wildlife and once we start carving into that where will it stop?

Traffic congestion is not good but increasing the road network is only a short term fix. Can we discourage use at certain times? Can we improve communication about traffic problems?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will destroy natural habitats which are vital to maintain for both the environment and biodiversity.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as I do not think it will address the problems and also will destroy natural habitats.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as I do not think this will address all the issues

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this could help but would not solve all issues

**Q9. Additional comments**

Please provide any additional comments here.

I would like to see any future development to consider closures of some of the exits and entrances around Newport. Motorways were designed to carry traffic longer distances farther than the short distances undertaken around Newport. While this may cause more delays within the City it would speed essential longer journeys. The emphasis on consultation in Newport is unacceptable as it affects the wider community who need access to the M4

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any plan that involves building on the Gwent Levels. This unique environment is too precious to be sacrificed especially when there are better and cheaper alternatives available

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any plan that involves building on the Gwent Levels. This unique environment is too precious to be sacrificed especially when there are better and cheaper alternatives available

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any plan that involves building on the Gwent Levels. This unique environment is too precious to be sacrificed especially when there are better and cheaper alternatives available

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support this option and believe that it will adequately address (and future proof) the issues concerned

**Q9. Additional comments**

Please provide any additional comments here.

Travel on the M4 around Newport has been much improved by the existing measures (variable speed limits etc). The occasional delays experienced by travellers do not justify the environmental damage that the options other than the "do minimum" scenario will inevitably cause. The money could be much better spent

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that implementing just the complimentary measures whilst leaving the existing M4 as it is would bring enough benefit for a fraction of the cost.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that implementing just the complimentary measures whilst leaving the existing M4 as it is would bring enough benefit for a fraction of the cost.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that implementing just the complimentary measures whilst leaving the existing M4 as it is would bring enough benefit for a fraction of the cost

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario will help to address some of the overload on the M4 at peak times by improving traffic flow at bottlenecks surrounding the M4.

I would like to see the complimentary measures implemented (excluding reclassification of M4 of course) as this would also ease traffic congestion on M4 feeder roads in local areas. Increased signage and raised awareness that the steelworks road is open and a viable alternative to traverse Newport would help, it doesn't seem that many people use this road and it is an excellent project with great walking and cycling provisions between Magor and Newport.

I cannot see that the £1B+ price tag for the full project can be justified for a road that is simply busy. The M25 has far more congestion and there is no plan to bypass that.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am undecided about the SES at this time.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I am sceptical about surveys as data and statistics are easily manipulated to favour either side as required.

**Q7. Health Impact Assessment**

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

I am sceptical about surveys as data and statistics are easily manipulated to favour either side as required.

**Q8. Equality Impact Assessment**

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

I am sceptical about surveys as data and statistics are easily manipulated to favour either side as required

**Q9. Additional comments**

Please provide any additional comments here.

I cannot see that spending over a billion pounds on an M4 relief road is justified. I would rather see the smaller projects implemented to alleviate the congestion around the M4. I would also like to see the closure of M4 slip roads either side of the tunnels to further reduce the load around the brynglas tunnels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain and is the largest area of its kind in Wales. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest. The Gwent Levels is extremely rich in wildlife with otters, water voles, wading birds such as lapwing, snipe, redshank and curlew, 25 rare plants including the world's smallest flowering plant *Wolffia arrhiza* and 144 rare species of insects.

The future of this precious landscape is under threat. The Welsh Government is proposing to build a fifteen mile major road through the environmentally sensitive area which will:

Cut directly through four nationally important Sites of Special Scientific Interest with a direct loss of valuable wetland habitat;

Irreversibly damage the integrity of the whole Gwent Levels ecosystem by leaving habitats degraded and fragmented and making rare species more vulnerable;

Cut across the River Usk, a Special Area of Conservation designated under European legislation.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to damage to the wildlife and environment.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to impact on wildlife and the environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to impact on wildlife and the environment.

**Q9. Additional comments**

Please provide any additional comments here.

The money could be better spent improving public transport in the area.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as I don't believe this is the right solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as I don't believe this is the right solution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as I don't believe this is the right solution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Minimum is best. Make use of existing infrastructure.

**Q9. Additional comments**

Please provide any additional comments here.

I believe the Gwent Levels are extremely important and should not be damaged by this new road.

I believe we should make better use of the A48/Southern Distributor road and also the new road through the steelworks site. These provide alternatives to the M4. Improving the roadabouts/junctions in order to have faster flowing direct traffic (e.g. A500 around Stoke) would make this a much faster road.

The new steelworks road should have been a faster dual carriageway to provide a more viable alternative to the motorway. The 40 mph speed limit is too restrictive.

We need to also improve the train service from Severn Tunnel. Currently I drive to Newport in order to get the train to London but these journeys would be reduced with a Severn Tunnel Parkway and having the London trains stop here. I do not believe a station at Magor will be a benefit though, as few people live within walking distance of the station and therefore people will continue to drive. It is better to spend money improving parking and services at Severn Tunnel.

Another alternative is surely to increase the size of the tunnels or create a cutting. There is a limit to the number of houses that would be affected by this and would be another considerably cheaper option.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Wholly unacceptable as it cuts a swathe through important areas for wildlife - hence the designations as SSSI's. Knowing how difficult it was to get the former CCW to designate SSSI's then this network to the south of Newport is of more than just local or regional interest. Indeed the neighbouring Severn Estuary means that they are on national and international importance and represent an historic and biodiverse landscape. This choice of route destroys these landscapes and is therefore unacceptable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Also wholly unacceptable. And for all the same reasons as the Black Route as it cuts through designated SSSI's and destroys, forever, historical and biodiverse landscapes.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is so little difference between this and the red route it seems hard to see what if any benefits accrue. And so it too is also totally unacceptable as it too cuts through designated sites and destroys historic and biodiverse landscapes.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We are offered 4 alternatives including the red herring of doing nothing. However this consultation fails to engage with its audience in trying to look for solutions that offer economic, social and environmental benefits. Once again we are being encouraged, quite wrongly, to see the environment as a block on our social or economic development.

One might ask, just what is the problem here and when does it occur? The answer is that the problem is that when designing the M4 there was bottle neck at the Brynglas tunnels which was not resolved in construction. So at peak flow any delay here causes massive disruption - but ONLY at peak times. That's about 2 -3 hours a day.

So why not manage the peak flow by encouraging more use of sustainable and healthier modes of travel? As the Deputy Director of Sustrans, Patrick McCloughlin, has said, "Rather than investing in more roads, the government should focus on giving people more choice to the huge number of car journeys that are made over very short distances. By making walking, cycling and public transport the obvious choice for many local journeys we could massively decongest our roads".

More recently there have been reports that improvements to the A48 would also improve traffic flows at much less cost.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA fails because it assumes that the only options are those of this consultation namely three wholly unacceptable routes and the red herring of doing nothing and so I simply haven't bothered to look at it in detail.

It is telling that under 2.2.15 that a statement is made that, "There is a lack of adequate sustainable integrated transport alternatives for existing road users". Shouldn't we be chucking money into alternatives rather than yet more environment destroying roads?

#### ***Q7. Health Impact Assessment***

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

More motorways and roads means more air pollution. Is this the price we want for economic progress?

#### ***Q9. Additional comments***

Please provide any additional comments here.

This whole consultation is very disappointing in only giving respondents a choice of wholly unacceptable routes which will destroy historic and biodiverse landscapes FOREVER. Is this the legacy that the politicians in the Wales Government want?

Instead it could have harnessed the imagination and passion of the audience in seeking sustainable long term solutions to the problems with the M4. How very sad that it has failed in this respect.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the current proposals.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to strongly to this

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed routes

**Q9. Additional comments**

Please provide any additional comments here.

Leave the Gwent levels alone. Not only is it teaming with wildlife, it also has a lot of rare and endangered species living there. I use this area a lot and I am amazed by what I see, and you want to put a motorway through it and destroy this important habitat.

Do us all a favour and think about upgrading what's already there. The A48 southern/distributor road for example. Improving public transport, improving the rail services and adding additional stations. Any of the above alternatives I could agree with.

Simply ploughing through a site of special scientific interest is just plain madness. A lot of work has been done to improve and manage this area for wildlife, incidentally, the largest of its kind in Wales and it continues to attract wildlife with some species making a comeback.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will simply devastate the SSSI's, nature reserves and rare flora and day a we are so lucky to have in this area!

Improve existing transport!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same as my answer to the black route plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As questions 1 and 2 object!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

If this was an environmental assessment of any measure the proposal would not be proposed.

**Q9. Additional comments**

Please provide any additional comments here.

Improve rail connections, improve other public transport, metro system?? Improve the roads that already exist!

A billion pounds is needed in so many other areas in Wales! Health, safety, well being in communities and education.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

“object” the routes will damage the Gwent Levels, the area you know, the nationally important wildlife, and the landscape forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

“object” the routes will damage the Gwent Levels, the area you know, the nationally important wildlife, and the landscape forever.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

“object” the routes will damage the Gwent Levels, the area you know, the nationally important wildlife, and the landscape forever.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Sort the road out thats there

**Q9. Additional comments**

Please provide any additional comments here.

I support these alternatives

- Public transport improvements
  
- Improved rail services and additional stations
  
- An upgrade of the A48/Southern Distributor Road
  
- Making lift share easier
  
- The south-east Wales Metro
  
- Are there better things that £1 billion can be spent on in Wales?

Why are we always destroying the world we have .....the M4 doesnt always have traffice queues , get workplaces to do different starting/closing ours that would reduce congestion, why dont we reduce the number of cars allowed in a household and encourage people to lift share???????

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I cannot understand why the eastern part of this route is being proposed, since it duplicates the 'Steelworks Access Road'. It would seem to be a waste of money to construct another road to serve the same purpose. I would suggest that the key objective of providing a diversionary route avoiding the Brynglas tunnels in the event one is closed could be met at far lower cost if the 'Steelworks Access Road' was used as part of the solution. The proposed duplicate motorway is totally unaffordable.

The aim, in my opinion, should be to make best use of existing infrastructure to tackle the problem of alternative highway routes at times of temporary disruption to the M4, such as closure of one of the Brynglas tunnels. The 'Steelworks Access Road' plus enhancements to the A48 between Liswerry and M4 junction 28 (for example grade-separation works) may well resolve these issues without the huge financial and environmental costs of entirely new roads.

The assessment against WeITAG Criteria and Goals of the M4 programme claims building the proposed second M4 would result in a slight reduction in Greenhouse Gas Emissions. I would suggest that this is nonsense. While the reduction in congestion might reduce greenhouse gas emissions on a specific section of road, the reduction in journey times caused by the additional road capacity would attract more car journeys. Therefore there would be an overall increase in emissions across the whole area. A new motorway would not support a behavioural change towards more sustainable modes, it would do the opposite.

I also find it disgraceful that a scheme with a significant adverse biodiversity impact is the preferred option. If the 'Steelworks Access Road' were to be utilised instead of constructing the eastern section of the new road it would significantly reduce the impact on the Nash & Goldcliff, Whitson, and Redwick & Llandevenny SSSIs.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Most of the same comments relating to the Black Route can also be applied to the Red Route. Again the environmental impacts are unacceptable and the existing infrastructure is not utilised.

Since this road would be a dual carriageway, rather than a 6-lane motorway, the adverse effect on efforts to encourage modal shift away from car travel will be slightly less than a new motorway option. Thus this option is marginally preferable over the black or purple routes, but still not a satisfactory proposition.

The report suggests this proposal could be delivered in phases by tying into the existing road network in Newport. This perhaps fits with my comment that the 'Steelworks Access Road' should be utilised, although I would suggest that a further phase duplicating the 'Steelworks Access Road' would be completely unnecessary.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scheme is very similar to that discussed in question 1, aside from the detail of where the new motorway would be built. As such please refer to my response to question 1.

I would add that this consultation does not really offer a sensible range of alternative options, such as the improvements to the A48 and public transport measures referred to in the previous M4 Corridor Enhancement Measures consultation. It would appear that sustainable solutions have been dismissed, with all the options involving new roads which would attract modal shift away from public transport.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While I am strongly opposed to the three proposed alternative schemes, I accept that closure of one of the Brynglas tunnel can cause extended disruption. Therefore I accept that the 'do essentially nothing' scenario is not really practical either. I hope the A48 and 'Steelworks Access Road' can be used to provide a diversionary route to alleviate the issues which occur when Brynglas is closed without contradicting the aim of attracting modal shift towards public transport. General congestion on the existing M4 when fully open should be tackled by encouraging more sustainable modes of transport, not by providing massive amounts of additional road capacity.

### **Q9. Additional comments**

Please provide any additional comments here.

The question should not be 'shall we build a bypass' but should be 'how can we reduce the total amount of road traffic (not just traffic on the existing M4)'. Could tackling the problem at source, providing better bus links into the rail network rather than letting people get into their cars, be an answer? Where is the traffic going to and from? Is improving local or long-distance public transport more likely to help?

I would also like to remind you of the unaffordability of such an expensive scheme as the proposed second M4 around Newport. Funding is tight, with Sunday bus services in the more rural parts of Wales almost a thing of the past. Further cuts threaten bus services for the rest of the week. If the required large sums of money really are available for grand projects then perhaps this should be spent on schemes benefiting a far wider area. The sum of almost £1bn could deliver a fair amount of the proposed south-east Wales metro, apparently number 1 priority for south east Wales businesses: <http://www.bbc.co.uk/news/uk-wales-25059101>. Given limited transport funding, if we can afford anything we should concentrate on the number 1 priority, which should be encouraging use of public transport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
our wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
This red route will hugely effect our wildlife & I don't accept this. Please don't do this to our beautiful countryside the exsisting M4 is fine as it is. This will cause big problems to our wildlife.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
This purple route will hugely effect our wildlife & I don't accept this. Please don't do this to our beautiful countryside the exsisting M4 is fine as it is. This will cause big problems to our wildlife.

Organisation:

Postcode: np44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route as it will destroy a precious wetland area for ever. It can never be replaced. The motorway will not help reduce the congestion. The congestion is due to: too many traffic lights at junctions and very poorly thought out road systems which cause traffic build up. These problems need to be put corrected in their own right, for example well designed smooth running roundabouts instead of traffic lights which hold up traffic.

The congestion will remain even if the black route is put in to place. A vast amount of money will be spent and the congestion will still remain.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route as it will destroy a precious wetland area for ever. It can never be replaced. The motorway will not help reduce the congestion. The congestion is due to: too many traffic lights at junctions and very poorly thought out road systems which cause traffic build up. These problems need to be put corrected in their own right, for example well designed smooth running roundabouts instead of traffic lights which hold up traffic.

The congestion will remain even if the black route is put in to place. A vast amount of money will be spent and the congestion will still remain.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route as it will destroy a precious wetland area for ever. It can never be replaced. The motorway will not help reduce the congestion. The congestion is due to: too many traffic lights at junctions and very poorly thought out road systems which cause traffic build up. These problems need to be put corrected in their own right, for example well designed smooth running roundabouts instead of traffic lights which hold up traffic.

The congestion will remain even if the black route is put in to place. A vast amount of money will be spent and the congestion will still remain.

**Q9. Additional comments**

Please provide any additional comments here.

The A48/Southern distributor road needs to be upgraded. The plans should be well thought out with the intention of resolving the problems. It is possible to solve all the congestion problems this way, without spending huge amounts of money and ruining precious wetland areas.

Public transport and rail networks need to be vastly improved. Costs of public transport should be subsidised to encourage the public to use this way of getting about.

Organisation:

Postcode: NP11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

lob

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
any new route is going to impact on the wildlife important gwent levels and shouldnt go ahead

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
as before

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
as before

Organisation:

Postcode: CF83

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route and other options cut through the Gwent Levels landscape and its SSSI and will have a damaging effect on wildlife. I believe that all three routes will have an unacceptable impact on wildlife.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route and other options cut through the Gwent Levels landscape and its SSSI and will have a damaging effect on wildlife. I believe that all three routes will have an unacceptable impact on wildlife.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route and other options cut through the Gwent Levels landscape and its SSSI and will have a damaging effect on wildlife. I believe that all three routes will have an unacceptable impact on wildlife.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the 'do minimum' scenarios offer acceptable road improvement schemes

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT

**Q9. Additional comments**

Please provide any additional comments here.

We would suggest the following

- Improve public transport
- Improve rail services with additional stations, including feeder lines to the main line
- Upgrade the A48/Southern distributor road
- South East Wales Metro line

Surely the money is better spent on public transport and other projects such as health and education.

Organisation:

Postcode: Np16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to more roads being built over irreplaceable wildlife sensitive sites.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the black proposal, I object for the same reasons. No more roads especially across these irreplaceable sites.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Once again I have to object to roads , which may temporarily relieve one problem only to create another. These get built and then more need to be built as the problem increases, yet the wildlife of this area is damaged or destroyed forever!

**Q9. Additional comments**

Please provide any additional comments here.

I have recently moved to the area, mainly because of its beautiful and diverse wildlife. Previously I lived in Kent and watched large areas destroyed to create the M25 and now greater areas are wanted to widen it and that still won't be enough. Don't do that here, look at the alternatives. Public transport has to be one serious contender or upgrade the A48. Look at what other countries are doing. More roads has already been shown to be a short term fix with a long term damage to the environment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route being considered your own traffic figures show zero growth in the last decade and then a spurious anomalous growth curve that does not match. The current road only has small periods when there are issues around the tunnels and a much less damaging option should be considered developing the existing roads. This route is an environmental travesty damaging the nationally important Gwent levels that you admit you will have to force people to use by degrading the current road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red route being considered your own traffic figures show zero growth in the last decade and then a spurious anomalous growth curve that does not match. The current road only has small periods when there are issues around the tunnels and a much less damaging option should be considered developing the existing roads. This route is an environmental travesty damaging the nationally important Gwent levels that you admit you will have to force people to use by degrading the current road. This route has no significant benefits over the black route and all the issues

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple route being considered your own traffic figures show zero growth in the last decade and then a spurious anomalous growth curve that does not match. The current road only has small periods when there are issues around the tunnels and a much less damaging option should be considered developing the existing roads. This route is an environmental travesty damaging the nationally important Gwent levels that you admit you will have to force people to use by degrading the current road. This route has no significant benefits over the black route and all the issues

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario is the only option that makes any economic and environmental sense given the facts you have described. Other than a few days a year the new roads would not be used unless you forced people to use them by degrading the current roads which are adequate for > 99% of my journeys and also those of my family. To plan to do more is simply a waste of money for no discernable benefit to the residents and business of South Wales

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Your document is clearly inadequate and represents a poor standard of work looking only at those aspects it is mandated to do so for example in addition to SSSI sites there are RIGS, LNRs, SINC's etc. These are not even mentioned yet such sites lie within the area under discussion. The omission of these sites looks like a deliberate misrepresentation. If it's not then it is an unprofessional omission

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Once again this document is of a poor quality for example one of the richest recorded feeding sites for Daubentons bats in Wales is very close to the western end of this scheme and yet there is no mention of that in this report. There is something clearly amiss when you present such an incomplete picture it asks a clear question what else is missing

#### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. This document is clearly biased for example statements such as

"A new motorway would improve journey times and journey time reliability to benefit access to services and community facilities."

should be rewritten according to your own figures as

"A new motorway would improve journey times and journey time reliability to benefit access to services and community facilities for a small amount of time in on a small number of days and even then if there is an incident that impacts traffic flow, and the people using the road live far enough away that getting to the new motorway is easier than using the existing roads we plan to degrade"

#### **Q8. Equality Impact Assessment**

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

This document really is a case of trying to make something up - do you really think that having a new motorway will have an impact on whether people get married. This document really is a case of making an issue out of nothing and making up something that looks like statistics from people's opinions. It should be discounted from all consideration because it's nothing more than flannel

#### **Q9. Additional comments**

Please provide any additional comments here.

The creation of a new motorway here will not create the improvements that are being looked for. It seems to me that there is an agenda to try and make this come true by degradation of existing road facilities, for instance reducing speed on the M4 even when there is very low traffic flow. This scheme is someone looking to spend money and trying to justify it, not something that is well researched and justified

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the m4 or a major dual carriageway across the gwent levels. It would be crime in my veiw going across a important wildlife habitat.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I still think this would damage the gwent levels we would be better upgrade the southen distributer road i object to the red route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

again i object to this daft idea is there not better things 1 billion can be spent on in wales

**Q9. Additional comments**

Please provide any additional comments here.

If drivers on the m4 slowed down and kept a good distance apart perhaps by chevrons marked on the road for the few miles around newport there would a better traffic flow around the city.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed plan for a relief road on the grounds of the grave damage that it will do to the irreplaceable Gwent Levels and its special wildlife. I consider that the desired benefits of the programme could be achieved more effectively and cheaply by other means.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed plan for a relief road on the grounds of the grave damage that it will do to the irreplaceable Gwent Levels and its special wildlife. I consider that the desired benefits of the programme could be achieved more effectively and cheaply by other means.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed plan for a relief road on the grounds of the grave damage that it will do to the irreplaceable Gwent Levels and its special wildlife. I consider that the desired benefits of the programme could be achieved more effectively and cheaply by other means.

**Q9. Additional comments**

Please provide any additional comments here.

Rather than an extremely costly and damaging new road, I would prefer money to be invested in improving existing roads and public transport

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans as they stand and think that there are better ways to provide transport for the future that don't destroy the environment. The A48 could be upgraded and there could be better public transport links by bus, rail and Metro which would get traffic reduced on the roads rather than increase traffic by providing more roads.

I ask the question too as to the £1 billion that is proposed and what better ways that could be spent for the benefit of the the community.

(Editor's note: personal details removed)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route too fro the same reasons as given for the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route too for the same reasons as given for the black and red routes.

**Q9. Additional comments**

Please provide any additional comments here.

I wish to emphasise again that I object to the proposed routes as destroying a significant part of the Gwent Levels. Roads just fill up with more and more traffic as they are built. The M25 around London is a good example as traffic jams are common.

More efficient public transport, improved rail with more stations and more buses would help. An upgrade of the A48/Southern Distributor Rd would help as would The south east Wales Metro scheme.

£1 billion would do a lot for people if spent on services rather than on yet another destructive road,

The global warming is not helped either by encouraging people to use their cars more and more.

(Editor's note: personal details removed)

Organisation:

Postcode: NP

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As I live in Magor all proposed routes black or otherwise adversely affect our environment. We are already exposed to excessive noise, light, and fume pollution from the M4. This situation will be exacerbated by the proposed extension to the motorway with the elevated section being visible and the light and noise increased. In addition residents have had significant reductions in the value of their properties, as one prospective buyer put "who wants to live under spaghetti junction".

When considering the proposal as a solution to the "problems on the M4", my question would be what problems? The motorway which is clearly visible from my home runs normally most of the time, like all major roads this can be affected by accidents, what happens if two incidents occur on the old and new roads, do you then build another.

Most of the stoppages are caused by poor driving, poor planning of exits and entries onto the motorway, lack of police supervision of speed and driving quality, and a complete lack of a cohesive transport policy including trains, buses etc from the so called "Welsh Government". Traffic congestion will not be solved by more roads only by a transport policy, that actually gets people off the roads. It will be a complete waste of public money and put future generations in Wales in debt to central government.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As I live in Magor the route is not significant, please note my comments in the previous section.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please note previous comment.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that the draft Plan or the alternative Purple and Red routes will address the problem of traffic around Newport.

The Welsh Government has put forward the idea of tolling the new road if it is to be built to make back the £1.25bn estimated cost of construction. I would point you to the real life examples of both the M6 toll road and the A14 toll road. The Campaign for Better Transport have a concise summary of the report on their website. Crucially, building and tolling a bypass road in Cambridgeshire resulted in a 78% loss of benefit for business drivers as the toll acted as a deterrent and traffic moved to and clogged up alternative routes. At best the overall economic benefit of the road equalled 93p for every £1 spent on the construction of the road, which, as you note, is not a profit for anyone. It also, quite clearly FAILED to solve traffic and congestion problems in this area.

The M6 toll road has in recent years shown a reduction of traffic using the road. In the first year the M6 toll traffic figures dropped -13% (<http://www.theguardian.com/politics/2012/may/14/m6-toll-road-cuts-value>). In May this year, Geoff Inskip, chief executive of Centro, the transport authority was quoted in the Independent as saying 'nine out of 10 trucks use the original motorway.... We believe this is due to the price hauliers and motorists are being asked to pay' (<http://www.independent.co.uk/news/uk/home-news/overpriced-and-underused-m6-toll-road-is-going-nowhere-fast-8606755.html>) Again, traffic, specifically lorries, which the M4 relief road is aiming to support HAS NOT been reduced by the M6 toll. As someone who travels along the particular stretch of M6 concerned, I can declare that traffic and congestion HAS NOT been eased during peak times by the M6 bypass. Based on this evidence, I don't believe an M4 bypass will address traffic problems surrounding Newport and therefore I OBJECT to the draft plan alternatives.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Making use of existing road network surrounding Newport is a more sensible and cost effective idea than the proposed Black route. If it is an un-tolled road, it increases the likelihood of reducing traffic and congestion on the M4. However, the mention of 'delivery could be thus phased with availability of funding' does not strike confidence that the road will be completed as promptly as possible and therefore in its construction and possible delays (suggested by yourselves through availability of funding) traffic could be further held up and congested. I am interested to note why there is a question over availability of funding for this cheaper option but not so for the far more expensive Black route?

By running the red route nearby the residential area of Duffryn you will be inflicting a decrease in air quality and an increase in noise pollution to the residents of Duffryn, which is in conflict with your statement that building the black route will increase air quality (an argument that is incredibly short sighted) and in conflict with Air Quality Standard Regulations for Wales. In The Air Quality Strategy for England, Scotland, Wales and Northern Ireland it is stated that 'The UK Government's and devolved administrations' primary objective is to ensure that all citizens should have access to outdoor air without significant risk to their health, where this is economically and technically feasible'. By building the red route you would be reducing the residents air quality and therefore not contributing to the objective that has been laid down by UK government.

The red route also still cuts through SSSIs which should be protected by law. It also cuts through the town of Usk, imposing traffic noise and pollution on a town that is targeted by tourists in the summer months for its peace and its beautiful countryside.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route involves an increased amount of construction compared to the red route. In regards to the effect it will have on traffic around Newport, like all the other options there isn't concrete enough evidence that it will alleviate it or reduce congestion. I do not feel that any of the construction options are worth the sacrifice of hundreds and thousands of lives. The lives I am talking about are the organisms that are living and existing on the Gwent Levels and other SSSIs that the road plans to bulldoze through. None of the options are dissimilar enough from each other to make a good choice from when it comes to easing M4 traffic. Other suggested transport options such as metro link or improvement of rail services in this area would not only be more sustainable in years to come but would also decrease the carbon emissions and help connect up smaller towns in South Wales, rather than just benefiting the big cities, Cardiff, Swansea and Bristol. I don't believe that a minor increase in travel time will encourage manufacturers and business to come to the area but even if it does, it means nothing if people living in surrounding small towns cannot benefit from new economy because they have limited transport options out of the towns- so limited connectivity. The purple route I believe is no different from the others in its short sightedness and its inability to perform the function stated.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If by 'do minimum' funds would then be used to go towards sustainable and economically viable transport development then yes, this option is the best to address traffic problems around Newport. As previously stated, there is little variance in the 3 road options and as all 3 have the same devastating impact on the environment I would not support any of them. I am all for growth in South Wales but if support 'do minimum' option forces the Welsh Government to consider better, sustainable, more accessible and cheaper transport development options then yes, I support this option. If the option of the 'blue route' (Steelworks road route) which was suggested by Prof. Stuart Cole was available then I would express my support for this (if indeed there was consistent, solid evidence that a new road development was required at all). This blue route would reduce the impact on the environment, would avoid the SSSIs and would cost the Welsh taxpayer significantly less as the land and road is already purchased and the development would not reach as high costs as a complete new construction is being estimated at. I do question why this is not an option in the consultation and what has happened to the plans that previously involved creating a relief road out of the 'Steel Works' road.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Strategic Environmental Assessment stated that it considered an extremely comprehensive list of environmental laws, policies and acts that are important to the countryside and people that will be affected by this development. However, the outcome of the SEA does not clearly denounce the M4 relief road plans as in contradiction to all the policies and laws put in place to protect nature and people's right to clean air and healthy countryside. I feel as a government regulator the NRW's SEA report should be bolder and stronger in commenting on the fact that in this proposal the Welsh government is ignoring and certainly not upholding the promises they made to restrict biodiversity loss and reduce the amount of carbon emitted to the atmosphere. I find the SEA report unsatisfactory.

**Q9. Additional comments**

Please provide any additional comments here.

I strongly object to the draft plan and its 'reasonable alternatives' to build an M4 relief road, destroying miles of protected SSSIs, habitat that cannot be regained in mine, yours or the youngest generation's lifetimes. To do this would be destroying, impacting and impairing thousands and thousands of lives. Just because those lives aren't all human, it doesn't mean the act is any less devastating or disgusting. I believe this plan is incredibly short sighted and I extremely dubious of why it has been pushed forward against so much evidence that the construction would be a mistake on many levels. There is no funding for it, it would leave other areas poorer and would have significant impact on air quality, pollution output and carbon dioxide levels. I am in support of sustainable transportation options and if there is inescapable evidence that new road construction absolutely needs to go ahead, then I would be in support of the 'blue road' or steelworks road development as it would not impact on our important and rare countryside. I cannot state enough how disappointed I would be with the current government if this plan goes ahead.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We are part of Tata Steel and our Orb Works site includes a commercial wharf on the River Usk (Lysaghts Wharf). We also use Bird Port, which is downstream of our wharf, as a fallback. Bird Port is also used by Tata Steel's Llanwern operation, who have invested in improving its facilities.

The Black Route crosses the river downstream of Lysaghts Wharf and upstream of Bird Port. We understand that no decision has been made on the vertical clearance over the river Usk of any of the proposed Routes. Following a request from Arup on behalf of the Welsh Government, we have recently provided them with details of the vessels using these wharves. A previous survey by Arup of vessels berthing at Lysaghts Wharf 2004-2008 concluded that the majority had an air draft of between 20.0m and 27.5m.

Unless the river crossing is constructed at a sufficient height, Lysaghts Wharf will become unusable. While the river crossing is upstream of Bird Port, the eastern approach appears to encroach on its site and it is not apparent whether any provision has been made to enable continued access to its facilities, including its adjacent railhead.

Currently, 100% of Orb's feedstock is imported and therefore the loss of both of these wharves would significantly increase our cost base (the use of other ports, such as Newport Docks, being prohibitively expensive), thereby threatening Orb's long-term competitiveness and putting 400+ jobs at risk. The loss of just Lysaghts Wharf would leave us the option of using Bird Port, but this is more expensive than unloading at our own wharf and adds to heavy road traffic movements in the vicinity. Furthermore, there is no guarantee that Bird Port will continue to operate in the longer term.

The current Black Route proposal shows no interchange east of the river, which, as virtually all Orb's road exports go eastward, would be of benefit to us and would relieve the Southern Distributor Road of a significant amount of heavy goods traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Our comments in regard to the Red Route are similar to those made in regard to the Black Route except that it appears that the activities of and access to Bird Port are unlikely to be affected by the Red Route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Our comments in regard to the Purple Route are similar to those made in regard to the Red Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From a general business perspective, this is not an acceptable option.

Organisation:

Postcode: SA8

**Q9. Additional comments**

Please provide any additional comments here.

I am absolutely appalled that this is even being considered. These Wetlands are nationally important and host several rare species. Why aren't we putting funds into public transport instead of encouraging more and more vehicles to despoil our beautiful welsh landscape and nationally important habitats?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As usual, plans to enhance an area always looks upon where else it can be done, countless times are problems plundered even further when they are ignored and new approaches are made elsewhere. Why can refinements/enhancements be made to the current existing roads, there is clearly space for it to be done and should be completed to sustain, environmental and habitatual issues.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Like the previous statement I fully OBJECT to any proposals.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, with the same issues in mind and solutions presented I OBJECT to this measure.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No problems will be solved as the traffic has and always will have a persona of its own, some days changing from gridlocked to quiet. You build more roads, more people see the need to drive, more gridlock as a result.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Any disturbance of environmental grounds I fully object to. The habitats in wales are now amongst the most fruitful of Europe. Hurting these lands will hurt not only life, but the valuable grounds of reputation that the UK has built for sustaining this area.

**Q7. Health Impact Assessment**

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

Simple. More Roads for emissions. Solutions like Wales Metro, less emissions. Thinking of solutions, not running away and starting elsewhere.

**Q9. Additional comments**

Please provide any additional comments here.

REMEMBER, the best solutions are works one existing areas, not running away from the problems and trying else where. These are the best solutions to combat this proposal.

Public transport improvements

- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Are there better things that £1 billion can be spent on in Wales?

Remember, meanwhile if you ever did this, as to which I fully OBJECT, there are still homeless, jobless, hungry and sad individuals who need the help of the welsh government, need support. Building roads will not ever help them.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I understand the need to improve the transport links, but I strongly object to the use of the area of the Gwent Levels.

This is a unique and valuable wildlife resource that should be protected.

Enhancement of existing road networks and improved forms of public transport is surely a better option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again my objection relates to any work that has a detrimental effect on the Gwent SSIs

**Q9. Additional comments**

Please provide any additional comments here.

I favour an upgrade of the SDR, with associated improvements of public transport including improved rail services eg reopening of Magor/Undy rail station

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my professional capacity (I hold a Doctorate in Environmental Ethics), and as a resident (and Community Councillor) of the area I wish to have on record that I OBJECT to the proposal. Interestingly, I was living in Penarth prior to and during the Bay Development and was involved at the time in consultations about environmental impact. A clear thrust of the environmental impact was an 'offset' proposal put forward by the Bay Development Company that saw an enhancement of the Gwent Levels in order for the huge number of displaced wildfowl at the Bay to use the levels as a viable alternate habitat. This was a major amelioration to conservation of wildlife - and to some degree 'drove' the bay development by 'silencing' those legitimately concerned about immense habitat destruction. A mere few years down the line and we now find the important 'residual' habitat of the Gwent Levels under real threat.

Having a major roadway cutting through this nationally important area would constitute a despicable and calculated disregard for recent history in the area. More poignantly, it is clear to local users that the obvious and less detrimentally impactful option is the 'standard option', taken in the vast majority of instances: Namely, enhance and improve the 'existing road'. Apart from mere expediency, there can be no good reason to renege on the Gwent Levels and its unique ecosystem.

On a more pragmatic note, I am a daily user of the M4 here - and although a given stretch can oftentimes be busy, this in and of itself clearly does not require the 'relief' that a proposed additional highway would arguably bring. Any perceived benefits for locals, business, travel and safety, are radically offset by a real degradation in the quality of life of the actual people who live in the area and enjoy an escape from the already overdeveloped Newport area to the beauty of the levels. In line with the 'Future Generations' vision, this environmental asset must be retained - not destroyed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my previous comments that put forward a case for enhancement of the current highway. I am unwilling to concede that an additional route would constitute, as quoted, 'a reasonable alternative'. It is an entirely unreasonable and indeed unreasoned 'alternative'.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my previous comments on the black and red route. My OBJECTION stands in this regard and unwillingness to embrace its flawed and highly arguable 'complementary measures'.

Given my specialist knowledge in the area of environmental ethics, I would be more than willing to formally engage in consultation processes and explain at length my reasonable reservations regarding the highly arguable presumptions being made at this stage.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do Minimum Scenario' is clearly a misnomer. It should not be forwarded as a do minimum as this gives the impression that it may be ineffective and merely 'half-measure'. Enhancement of the existing highway is the obvious, standard, reasonable and effective way forward.....the best option for Newport, the people of Newport and the wildlife in this nationally important reserve.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As comprehensive as this study is, a major flaw here is that it is (perhaps unconsciously) anthropocentric to an overt and troubling degree. In short, given that the real concern for residents is the destruction of a nationally important wetland, the assessment pays mere lipservice to this. Much more needs to be done to assess the actual impact on flora and fauna - and less emphasis given to the old standards such as pollution levels and mitigations. It is the wetlands that are under threat and this needs to be given a central importance in consultations.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again, my previous comments stand here. Indeed, as an environmental ethicist I am deeply disappointed in the cursory way in which this Habitat Regulations Assessment is constructed. The document purports to consult the interested parties, but the real issues are obscured in what can only be described as a cleverly implemented 'box ticking' exercise. Consultation needs to come from the 'ground up' and not by way of appeasement and box ticking. Very disappointing assessment indeed.

**Q7. Health Impact Assessment**

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

Enhancement to the existing highway will have the minimum impact on health. This is self-evident despite some of the propositions put forth in the study. Once again, this supports the 'obvious' option of enhancement over 'new projects'.

**Q8. Equality Impact Assessment**

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

This document (EIA) is a paradigmatic example of the very issue of 'box ticking' that I referred to in my previous comments. Equality (much like 'green' issues) must be included in any rounded assessment. Political nonsense. What of the 'equality' (rights and welfare) of the myriad of other sentient beings who will lose habitat and in all probability life, if the new routes go ahead? Equality of interest needs to embrace a broader perspective given the impact to what is a nationally important habitat for our fellow creatures. Again, the cursory nature of this report leaves me disappointed.

**Q9. Additional comments**

Please provide any additional comments here.

Please listen to the local people, local users, local interests and local concerns. Bottom up governance please - not oppressive top down. The future of 'our' wonderful wetlands should not be subject to mere political expediencies.

Thank you.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable and I object to this route as it crosses sensitive wildlife areas and involves a new river crossing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is no better than the black route as it still crosses sensitive wildlife areas and the river Usk. I therefore object.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route for the same reasons given for the black and red routes.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Preferable to destroying more countryside but why is road transport the only option considered?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed route which will irreparably damage the Gwent levels and will not in the long term significantly improve communications in south Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed route, which will irreparably damage the wildlife in the Gwent levels and will not significantly improve communications in south Wales

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed route, which will damage the environment and wildlife of the Gwent Levels and which will not significantly improve communications in south Wales

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Newport City Council Scheme element of this scenario

**Q9. Additional comments**

Please provide any additional comments here.

Traffic problems on the M4 around Newport have increased dramatically in recent years due to poor transport planning and poor traffic management. If further public money is to be spent on reducing traffic congestion it must be spent sustainably by investing in integrated public transport systems around Newport to reduce the pressure of local traffic on the motorway. This is an opportunity for south east Wales to shine by implementing smart and innovative transport solutions. Building just another relief road is a prehistoric approach to transport solutions. Please don't give the rest of the UK, the rest of Europe, the rest of the world the impression that Wales is governed by uninspired and unimaginative politicians.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am fully in favour of the draft plan which should be carried out immediately to alleviate the dreadful road access and circulation in the area and into South Wales

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no further comments

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

no further comments

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all routes across this historic 'protected' landscape.

The planned expenditure should be spent on improved existing public transport solutions and/or an east west metro

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all routes across this historic 'protected' landscape.

The planned expenditure should be spent on improved existing public transport solutions and/or an east west metro

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all routes across this historic 'protected' landscape.

The planned expenditure should be spent on improved existing public transport solutions and/or an east west metro

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This should not be an option but replaced with a 'do maximum' in terms of green, sustainable public transport system

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I object to any land take through these significant landscapes for carbon intensive transport systems.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I object to any land take through these significant landscapes for carbon intensive transport systems.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I object to any land take through these significant landscapes for carbon intensive transport systems.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
I object to any land take through these significant landscapes for carbon intensive transport systems.

***Q9. Additional comments***

Please provide any additional comments here.  
All options presented here are counter to those aspects of sustainability engrained in all Welsh Government constitutional and policy documents

Organisation:

Postcode: NP8

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to object to the 'Black Route' proposal due to the extent of the environmental destruction that it would precipitate. While the plan is said to perform 'very strongly' as regards economic benefits and 'strongly' as regards social benefits, it also plainly states that it would have large and adverse effects on the environment and on biodiversity in particular. The economic and social benefits are variable and are impossible to predict with any accuracy into the long term, based as they are on arbitrary models. The environmental disbenefits though, are tangible and permanent. The damage to identified sites of international importance is identified in the plan and is too great a cost to pay. These sites are everywhere under threat and should no more of them should be sacrificed to road construction. The bias toward economic criteria and the implicit prioritisation of such criteria elides the fact that such 'benefits' are unequally shared while the Gwent Levels and the SSI's within the area proposed for development are a permanent benefit to all.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Though marginally less intrusive than the 'Black Route', this option is similarly destructive of the landscape and should be discounted for that reason.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'Purple Route' is a variation on the the two foregoing options that may, marginally, reduce the environmental damage that the Southern relief road will cause. However, it will not reduce this damage to such an extent as to make it any more desirable an option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This should be the preferred option for the present. It is the least environmentally destructive, and cheapest alternative.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There has been too much procrastination about this already , get on with it.

We did not ask for the wetlands reserve , birds will adapt or fly away elsewhere.

Central government should pay for this not local government , we have already been ripped off enough by the severn bridge tolls

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not a full solution

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not a full solution

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

you have done this for years , see where it has left us !!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

People are more important than assessments - get real

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

People are more important than assessments - get real

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
People are more important than assessments - get real

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
People are more important than assessments - get real

***Q9. Additional comments***

Please provide any additional comments here.  
People are more important than assessments - get real

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The best solution. Needs to be progressed quickly.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Poor idea. Not worth pursuing.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Only alternative to Black route that is worth looking at.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not even worth considering. Do minimum is why there is today's mess.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Just build it.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Just build it

**Q7. Health Impact Assessment**

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

Just build it

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Just build it

**Q9. Additional comments**

Please provide any additional comments here.

The project needs to given top priority. The current situation is untenable, there are too many turns, lane gains and drops and the tunnels are a bottleneck. An alternative, safer motorway is necessary.

Don't delay!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This consultation is fundamentally flawed as it focuses on three options for new motorway/ road enhancements, and a "do minimum" . It does not present any options based on enhancing the existing road network plus investment in alternative forms of transport to relieve pressure on the existing network. In particular, enhancing public transport through improved commuter bus provision from centres in monmouthshire and enhanced use of rail capacity and a park and ride system from severn bridge/chepstow.

I object to the proposals due to their unacceptable impacts on the internationally important biodiversity and landscapes of the Gwent levels, as documented in the SEA and Habitats Regulations assessment .

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This consultation is fundamentally flawed as it focuses on three options for new motorway/ road enhancements, and a "do minimum" . It does not present any options based on enhancing the existing road network plus investment in alternative forms of transport to relieve pressure on the existing network. In particular, enhancing public transport through improved commuter bus provision from centres in monmouthshire and enhanced use of rail capacity and a park and ride system from severn bridge/chepstow.

I object to the proposals due to their unacceptable impacts on the internationally important biodiversity and landscapes of the Gwent levels, as documented in the SEA and Habitats Regulations assessment .

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This consultation is fundamentally flawed as it focuses on three options for new motorway/ road enhancements, and a "do minimum" . It does not present any options based on enhancing the existing road network plus investment in alternative forms of transport to relieve pressure on the existing network. In particular, enhancing public transport through improved commuter bus provision from centres in monmouthshire and enhanced use of rail capacity and a park and ride system from severn bridge/chepstow.

I object to the proposals due to their unacceptable impacts on the internationally important biodiversity and landscapes of the Gwent levels, as documented in the SEA and Habitats Regulations assessment .

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This consultation is fundamentally flawed as it focuses on three options for new motorway/ road enhancements, and a "do minimum" . It does not present any options based on enhancing the existing road network plus investment in alternative forms of transport to relieve pressure on the existing network. In particular, enhancing public transport through improved commuter bus provision from centres in monmouthshire and enhanced use of rail capacity and a park and ride system from severn bridge/chepstow.

The do minimum scenario on its own is insufficient to provide an effective transport system around Newport. Further effort is required to look at enhancements to relieve pressure on the existing network , in particular enhancing park and ride and rail connections to take more local traffic off the motorway.

#### **Q9. Additional comments**

Please provide any additional comments here.

This consultation is fundamentally flawed as it focuses on three options for new motorway/ road enhancements, and a "do minimum" . It does not present any options based on enhancing the existing road network plus investment in alternative forms of transport to relieve pressure on the existing network. In particular, enhancing public transport through improved commuter bus provision from centres in monmouthshire and enhanced use of rail capacity and a park and ride system from severn bridge/chepstow.

As there is little information presented on the nature of journeys on the existing network, other than a crude analysis of the distance travelled, it is not possible to assess whether other targeted enhancements to public transport would provide cost effective alternative to the three road options presented. For example, an investment of £1 billion ( taken to be the approximate cost of the road options, into one or more of :

- Public transport improvements ( e.g faster and more frequent commuter bus services to Cardiff and Newport from Abergavenny, Monmouth, Usk, Chepstow )
- Improved rail services and additional stations ( e.g greater frequency of commuter trains from Chepstow/ Severn tunnel junction Abergavenny and Ebbw vale , additional stations and improved car parking facilities) enhanced station )
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal. The legitimate aspirations of the people of Newport for travel and employment opportunities can be met by better public transport.

Enhancing road capacity will stimulate road traffic so that the enhanced capacity will again be filled in a few years time leaving the same problems of economic stagnation but in a more depleted environment where the health hazards of poor air quality and more private car use caused by the extra traffic have become more acute. What will you do about economic growth when the whole of South East Wales has been concreted over? This is about prioritising short term profit over the long term interests of the community.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal. Enhancing road capacity, especially trunk capacity, is not the long term answer to economic development of SE Wales. It will stimulate road traffic to fill up the new capacity degrading the environment causing new problems for the people living in the area. Peak supply and demand for oil is predicted to arise by c2020. To what extent has this issue been factored into the DCF calculations on which these proposals are based?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal. As already explained stimulating road traffic over its already very heavy level by enhancing motorway and trunk road capacity through the area can only be at the expense of what is desirable and wholesome in the local area for the people living there. Innovative public transport solutions should be urgently explored in order to invigorate the local economy through travel and employment opportunities.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As already explained, public transport solutions would be optimum long term for the area because they avoid the harmful environmental and public health effects of increasing road traffic whilst safeguarding travel aspirations for the people living locally.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA talks of a sustainable solution to the transport problems of the area. The Black, purple and red plans are essentially about making the whole area a transport corridor for the rest of Wales. From the point of view of the local area therefore there is nothing sustainable about it. In particular a "solution" which will stimulate the rapid exhaustion of the new capacity entails nothing more than a perpetual sequence of activity destined to fail. The financial benefits achieved will be short term and ephemeral but the damage done will be permanent and irrecoverable. The "Strategic" Environmental Assessment is therefore not at all strategic. The repeated use in the text of the word "sustainable" is a particular irritant. From what narrow perspective the adjective can be applied to what is proposed I do not understand. I do not think it will be sustainable in its own terms ie generating a spurt of economic activity to build the roads & by stimulating road traffic, beyond a few years hence. The use of the predict and provide formula is in no sense sustainable.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As far as habitat and biodiversity is concerned the proposals are catastrophic entailing as they do the destruction of one ancient woodland and damage of another and the ruination of Magor reserve by polluting the water in the reens rendering it toxic to wildlife. This is contrary to the responsibilities of the Welsh assembly as far as environmental protection is concerned. It is difficult to make sense of the Habitats Regulation Assessment. It seems to say that the proposals (red, purple & black) will actually improve air quality by prompting more home working instead of commuting by car & by solving stop start traffic in favour of smooth flow! It says mitigation measures will minimise effects on biodiversity. This cannot be true - as already stated above, expansion of road capacity can do nothing else but generate more emissions. Moreover stop start traffic will return in a few years as the volume of traffic expands to inevitably fit the capacity. I am afraid I have simply been unable to follow the argument put forth in the report about how biodiversity will be affected. I can say that the alternative 3 proposals will be damaging to biodiversity by damaging the wetlands directly and indirectly through polluting the water from run off, hence this will work upwards through the food chain and inflicting damage on the predator species ie the birds and mammals by eradicating the invertebrates in the reens.

#### ***Q7. Health Impact Assessment***

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

Health impacts (ie to the local population) of increasing road traffic & more traffic by private car, are bound to be negative. This sedentary mode of transport is negative in terms of obesity and its related afflictions and in terms of air pollution and its effects. The mitigation which I gather is to take the form of provision of cycling and walking routes of about 3 miles can only have a miniscule effect on the benefits from taking exercise even if all the local population choose to suddenly avail themselves of these facilities and I do not see how they would be incentivised to do that. Instead everyone would be incentivised to travel by private motor vehicle by the added road capacity.

#### ***Q8. Equality Impact Assessment***

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

Nothing to add here

**Q9. Additional comments**

Please provide any additional comments here.

In summary, I object to the purple, red and black routes on the basis that they are not a long term economic benefit to SE Wales. I support public transport solutions aimed at reducing traffic on the existing road infrastructure. These proposals garnished in the report by lofty language referring to "strategic" and "sustainable" solutions and plans are not the right way forward even in their own terms. A meaningful way of stimulating the local economy would be a public transport enhancement instead. This could embrace a possible metro in Newport and its environs and possibly improved bus and coach services linking Newport to other major population centres. This would deliver health and environmental benefits by reducing car and motor traffic and its baleful health effects whilst delivering an economic stimulus to the region. It would save the precious, unique wildlife and green space areas in the locality adding to the long term attractions of Newport to residents and visitors alike and hence make the area an attractive long term proposition in terms of the quality of life offered. I would like to thank you for this opportunity of commenting on these plans, the outcomes of which will critically affect the future of all who live there.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. CPRW OBJECTS to the preferred route and the 'reasonable' alternatives. Any of these routes would adversely affect a large area of the remaining open countryside of South-East Wales, particularly the special heritage areas of the Gwent Levels, unique in Wales in terms of their landscape, archaeological, historic and biodiversity qualities. Worse still, there would be irresistible pressures for further development alongside the new motorway. This last special area of open countryside would be unnecessarily sacrificed for dubious short-term aims. Any improvements to the M4 regarded as absolutely essential (and CPRW notes the uncertainty, and downright contradiction of this 'need' by others) should be limited to the existing M4 corridor, to avoid destruction of these limited and irreplaceable Welsh rural areas.

2. CPRW finds the proposal defective in the goals set out. The Welsh Government has environmental, cultural, biodiversity and sustainability policies that are ignored. The consultation as set out is also defective - the one mention of 'sustainability' (goal 15) is clearly aimed narrowly at transport issues, there is no allowance for commenting on sustainability proper; and alternatives such as those given in the CEM consultation two years ago are ignored, together with others now arising such as the South Wales Metro.

3. CPRW believes that the SEA is defective for the following reasons: -  
The proposal clearly fails in its own terms to satisfy WG policy. The initial statement for the reason of this SEA in 1.1 ('SEA is a process that provides for the high level protection of the environment, by ensuring the integration of environmental considerations in the preparation of strategies and plans and by contributing to the promotion of sustainable development and environmental protection') is clearly not translated into the published goals. The proposal does not 'take into account the SEA Regulations'. Not only is there demonstrably no 'high level protection of the environment', which would avoid the massive damage to the environment and historic culture of the area by the proposed routes, CPRW contends that there is no real level of protection at all

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any improvement to the M4 should be on line, to avoid development of open countryside

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The statement in Section 5.1 (Biodiversity, Flora & Fauna) that 'the net benefit for biodiversity (of any of the three schemes, presumably) is considered to be positive in the long-term' does not inspire confidence that this is a proper assessment of environmental effects. The loss of a huge area of mainly ancient green fields cannot possibly be mitigated sufficiently, and of course it will not stop there, development pressures adjacent to the new road will be irresistible to local politicians.

Section 5.1 Population – the conclusion that the new 14 miles of motorway is just what SE Wales communities needs is unbelievable. Just one aspect - traffic congestion into Cardiff from the east is increasing in peak periods, the last thing Cardiff needs is another road speeding traffic onto the A48(M) in weekday mornings. What S Wales communities need are better local transport systems.

Section 5.1 Landscape – a major effect is admitted; it is apparent that much of the route (whichever is chosen) will be raised, and substantially so on the river bridge approaches. It would be a complete change to the character of the Levels, from rural tranquility to an urban corridor.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No response

**Q7. Health Impact Assessment**

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

No response

**Q8. Equality Impact Assessment**

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

No response

**Q9. Additional comments**

Please provide any additional comments here.

This is the response by the national organisation Campaign for the Protection of Rural Wales (CPRW) to the Welsh Government's consultation on the draft plan described as the M4 Corridor Around Newport. CPRW's charitable objects are, and have been for over 80 years, to protect the landscape, countryside and rural areas of Wales. This response is therefore focused on these environmental and conservation aspects of the proposal for an M4 motorway on a new alignment, as shown by the preferred route and the 'reasonable' alternatives, and does not directly address factors raised by others (the need for a new road, the effectiveness of the proposal in transportation terms, other options ignored, and so on). However, CPRW supports the criticisms and objections based on other factors, as submitted by other conservation and business groups including CALM, RSPB, GWT, FSB, Sustrans.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no justification for destroying unique habitat in the form of the Gwent Levels to provide more roads. It is proven that more roads simply create more traffic; public transport improvements are where the money should be spent. The Levels is a valuable fragment of a once extensive area and if more fragmentation takes place it will have a devastating effect on the wildlife and character of the place. Gwent Wildlife Trust and other organisations have spent many years and large sums of money to create the best possible habitat here, with the return of rare mammals such as otter and water vole being among their recent successes. To see this work destroyed for the sake of the motor car culture would be severely retrograde, when upgrading of the rail network, which is already very well used and could well be increased, could achieve the same aims of reducing congestion in the M4 corridor.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rwyf yn gwrthwynebu'r cynllun

Ni fydd draffordd arall yn datrys ein problemau traffig

mae angen i bobl ddysgu i barchu y ffyrdd

mae angen i bobl ddysgu gyrru gwell

(Editor's note: translated text)

I object the plan

Another motorway won't resolve our traffic problems

People need to learn to respect the roads

People need to improve their driving

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

os byddwn yn parhau i overpopulate ardal sydd â chysylltiadau trafnidiaeth da, ni fydd unrhyw fannau gwyrdd ar ôl

gwella'r cysylltiadau trafnidiaeth i gymunedau eraill y tu allan i'r trefi, cyn dinistrio bywyd gwylt i wneud newport mwy

Rwyf yn gwrthwynebu'r cynllun

(Editor's note: translated text)

If we continue to overpopulate an area that has good transport links, there will be no green spaces left.

Improve the transport links to other communities outside the urban areas before destroying wildlife to make Newport bigger.

I object the plan

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rwyf yn gwrthwynebu'r cynllun

(Editor's note: translated text)

I object the plan

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Dydw i ddim yn meddwl y bydd yn gwella casnewydd

Ni fydd yn gwneud i bobl yrru'n ddiogel  
bydd yn creu trac rasio arall i ffyliaid  
nid oes angen draffordd arall  
i gwrthwynebu holl gynlluniau ar gyfer draffordd

rheoli'r un presennol yn briodol

(Editor's note: translated text)

I don't think it will improve Newport  
It won't make people drive safely  
It will create another race track for fools  
There is no need for another motorway  
I object all plans for a motorway  
The existing one should be controlled appropriately

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

beth am y rhain ?

- Gwelliannau cludiant cyhoeddus
- Gwell gwasanaethau rheilffordd a gorsafoedd ychwanegol
- Uwchraddio Ffordd Ddosbarthu A48/Southern
- The Metro de- ddwyrain Cymru
- A oes pethau'n well y gall £ 1000000000 yn cael ei wario ar yng Nghymru ?

(Editor's note: translated text)

how about these?

- Improvements to public transport
- Improved rail service and additional stations
- Upgrade the A48 / Southern Distributor Road
- The South East Wales Metro
- Are there better things in Wales that £1000000000 could be spent on?

### **Q9. Additional comments**

Please provide any additional comments here.

Rwyf yn gwrthwynebu'r cynllun

Ni fydd draffordd arall yn datrys ein problemau traffig

mae angen i bobl ddysgu i barchu y ffyrdd  
mae angen i bobl ddysgu gyrru gwell

Gallai mwy o fusnesau yn cael eu hannog i newid oriau gwaith i leihau traffig

os byddwn yn parhau i overpopulate ardal sydd â chysylltiadau trafndiaeth da , ni fydd unrhyw fannau gwyrdd ar ôl

gwella'r cysylltiadau trafndiaeth i gymunedau eraill y tu allan i'r trefi, cyn dinistrio bywyd gwylt i wneud newport mwy

Dydw i ddim yn meddwl y bydd yn gwella casnewydd

Ni fydd yn gwneud i bobl yrru'n ddiogel  
bydd yn creu trac rasio arall i ffyliaid  
nid oes angen draffordd arall  
i gwrthwynebu holl gynlluniau ar gyfer draffordd

rheoli'r un presennol yn briodol  
beth am y rhain ?

- Gwelliannau cludiant cyhoeddus
- Gwell gwasanaethau rheilffordd a gorsafoedd ychwanegol
- Uwchraddio Ffordd Ddosbarthu A48/Southern
- The Metro de- ddwyrain Cymru
- A oes pethau'n well y gall £ 1000000000 yn cael ei wario ar yng Nghymru ?

(Editor's note: translated text)

I object the plan

Another motorway won't resolve our traffic problems

People need to learn to respect the roads

People need to improve their driving

More business could be encouraged to change their working hours to reduce traffic

If we continue to overpopulate an area that has good transport links, there will be no green spaces left.

Improve the transport links to other communities outside the urban areas before destroying wildlife to make Newport bigger.

I don't think it will improve Newport

It won't make people drive safely

It will create another race track for fools

There is no need for another motorway

I object all plans for a motorway

The existing one should be controlled appropriately

how about these?

- Improvements to public transport
- Improved rail service and additional stations
- Upgrade the A48 / Southern Distributor Road
- The South East Wales Metro
- Are there better things in Wales that £1000000000 could be spent on?

Organisation:

Postcode: Np26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will have some success - no plan will solve it all

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am concerned that the Black route takes a southerly loop towards the Newport Wetlands whereas the red and blue route loop to the north more at that point. If the other two routes can be seen to do that then the black route should also.

I would also wish to see the maximum use of the J23a junction that is there with its existing structure rather than spread the junction out.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route and its complementary measures.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route and its complementary measures.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Routes and its complementary measures.

**Q9. Additional comments**

Please provide any additional comments here.

A more comprehensive public transport system would be a lot more beneficial.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object.

There is not sufficient information available to understand how the reworking of junction 23a or around the Magor/ Rogiet area will impact the village.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

There is not sufficient information to show how this route will impact 23a and Magor/Rogiet

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

There is not sufficient information to show how this route will impact 23a and Magor/Rogiet

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am unable to make a decision on this based on the information that has been given in the document.

**Q9. Additional comments**

Please provide any additional comments here.

I would be in favour of alternative options being looked at. Further development of the Distributor road and improvements to public transport.

Organisation:

Postcode: np8

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the draft plan on environmental grounds and because it is a wild and wonderful area that I value. It is the place I go to to watch murmurations of starlings.

The proposed route will cut directly through four nationally important Sites of Special Scientific Interest.

It will involve a direct loss of valuable wetland habitat.

It will irreversibly damage the integrity of the whole Gwent Levels ecosystem by leaving habitats degraded and fragmented and making rare species more vulnerable.

It will cut across the River Usk, a Special Area of Conservation designated under European legislation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i have no comments to make about the red route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i have no comments to make about the purple route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i have no comments to make about the do minimum scenario

Organisation:

Postcode: NP16

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan. Any benefit for traffic flow will be fairly short-term since additional traffic will be generated and desperately important habitat for wildlife will have been destroyed forever.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan for exactly the same reasons as for both the other proposals.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this draft plan for exactly the same reasons as for the other routes.

Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a leading question. I think with council cuts and the environmental disaster that we are causing, it is very wrong that money should be ploughed into building this road. The money should be spent on improving public transport and other green transport solutions. Am I to believe that the surrounding areas are SSSI and of historic interest? Why is there no significant information about this in the consultation document above - it is unfair and quite wrong to present this as a consultation document without it being a fully balanced and informative document, the feel of the document is very much 'this is going to happen whether you like it or not'. Bigger roads, more cars, more concrete and tarmac, killing wildlife, less green space, this is not our future this is the death of civilisation. Also as a side issue, but an important issue, why is this survey being conducted by a London based company? Surely we should be employing a local company to conduct this survey?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the ideal option - a new motorway that reduces the traffic on the m4 between magor and castleton.

The m4 currently is not fit for purpose for commuters and this would significantly improve access to Cardiff from the East.

It appears to be the quickest route of the 3 options and therefore would be fantastic for the Welsh economy

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not be a good enough solution - we already have enough stretches of 2 lane motorways that cause significant delays as bottle necks are created when the number of lanes reduces from 3 to 2.

3 lanes are a necessity if this scheme improves travel for the Welsh people.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this appears a decent enough option and would be ok - better than the red route but not as good as the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not achieve anything - the m4 as is is overcrowded and not fit for purpose. It's a massive hindrance on Wales and a terrible advert for the country to visitors from the east 'welcome to wales' now sit in traffic for 45 minutes to get through some tunnels.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

n/a

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

n/a

**Q7. Health Impact Assessment**

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

n/a

**Q8. Equality Impact Assessment**

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

n/a

**Q9. Additional comments**

Please provide any additional comments here.

please do not give in to pressure re: the environment etc. The people of Wales must come first and this new road being implemented is vital to the health of Wales.

Organisation:

Postcode: GL15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improvements to current road and phasing the Severn crossings by variable tolls will alleviate the problem.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improvements to current road and phasing the Severn crossings by variable tolls will alleviate the problem.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improvements to current road and phasing the Severn crossings by variable tolls will alleviate the problem.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improvements to current road and phasing the Severn crossings by variable tolls will alleviate the problem.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the construction of a new motorway across the Gwent Levels. This is because the enhancement of the existing Llanwern A4160 and A48 Southern distributor road will relieve the congestion at a fraction of the cost, without destroying a large portion of the Gwent Levels and costing over a billion pounds.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route still involves expensive construction of a new motorway, which has not considered the opportunity of enhancing the A4160 and A48 southern distributor road around the south of Newport. This would save nearly a billion pounds which can be better spent in Wales. Also, the Gwent Levels habitat would not be destroyed forever.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per questions 1 & 2, I object to the route because it has not taken the enhancement of the existing roads such as the A4160 and A48 Southern distributor into account

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the consultation has paid lip service to this and made scant reference to this scenario. The consultation pre-supposes that a new motorway is the only option; it is not and the public have had no opportunity to see the alternatives. The consultation document is misleading, the figures [esp fig 5] deliberately so with false extrapolation.

It fails to show the increase in rail travel and lack of certainty about traffic projections.

It also has no business case. I cannot see how spending over a billion will make the necessary difference here.

Also, the money could be better spent across Wales and is badly needed by local councils, all of which are having to make massive savings at the very time that the Welsh Government wants to spend over a billion pounds on a motorway it does not need.

Also, I have observed the current Relief Road, the A4160 to be hardly used at all by traffic, even when the M4 is looking busy. Is this because of poor sign posting?

Finally, I am concerned that the M4 Relief Road, if built, would be unused outside of rush hour and therefore an idle white elephant costing Wales millions of pounds...money that could be better spent on health and education.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

How can you put a new motorway through 5 SSSIs and claim that WG has a sustainable transport policy? Especially when the alternatives such as route enhancement and railbus travel have not been properly explored. Driving a route across the levels will effectively kill of a unique landscape in Gwent. Land to the north of the proposed relief road will become 'fair game' for development. Land to the south will effectively be abandoned with rising sea levels and become salt marsh. This will lead to the destruction of the Gwent Levels, a unique environment for Wales. Also, by putting a new motorway across the Levels it effectively cuts it in half and ruins connectivity for wildlife and nature. If wildlife movement is restricted, it finds it harder to survive and thrive. Therefore, wildlife will suffer from this loss of habitat. Consequently, local people will suffer from this too. Also, noise, light and visual pollution will increase and I do not even know what the route will look like.. Is it on stilts? Will it be buried? I have no idea. At the drop in session Martin Bines could not even describe what junctions near Magor would look like, so how can I agree to a proposal if the proposal is not clear?

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No indication of mitigation has been made. IF the mitigation is as shoddy and poor as that of the Circuit of Wales earlier this year, then I object most strongly to the M4 Relief Road

**Q7. Health Impact Assessment**

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

What health impact assessment? How is this sustainable? Where is the investment in sustainable public transport. Instead I see a rushed desire to build a motorway whatever the reason in order to be seen to be doing something.

### **Q9. Additional comments**

Please provide any additional comments here.

I object to the proposal. Ideally, I would opt for no new road at all, but I realise that something has to be done for the M4 traffic congestion at Newport.

The enhancement of the existing A4160 Llanwern road and the A48 southern distributor route is the best value for money and least environmental impact. I cannot believe this was not included in the consultation. This is far cheaper, offers genuine savings to the Welsh taxpayer and is far less damaging to the environment. Also it frees up more public money for use elsewhere in Wales. At the very time when local councils are having to make extraordinary savings and risk cutting valuable services to local people across Wales, why are we considering spending over a billion pounds on a road we do not need? Especially while rail use is increasing and there is uncertainty about car use increasing. Even the Institute of Civil Engineers president said that he was unsure if car use would increase in the future. So there!

Also, a Relief Road would bypass Newport, leading to its demise as a city. Do people in Newport realise this? Is Cardiff ready to rescue its neighbour?

I also object to the consultation document being skewed towards providing a new relief road because it features images of queuing traffic. Where is the consideration of 'do nothing'? Have you read Prof Start Cole's comments?

There is widespread opposition, not just wildlife trusts, RSPB, FoE, Sustrans, CPRW, Local community councils, Federation of Small Business, Institute of Welsh Affairs. Where was the business case in the Welsh Transport plan?

What about the destruction of so much valuable habitat? Did you know that last year, local people raised £60,000 in three weeks to buy land, for the wildlife trust to manage, on the route you are proposing?

This is a flawed plan and I object most strongly to a new motorway or dual carriage way. We must enhance the existing routes at less cost to the taxpayer and to the environment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the developemnt of something that will be so detrimental to wildlife

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the development of something that will be so detrimental to wildlife

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the development of something that will be so detrimental to wildlife

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. I welcome the provision of a motorway standard relief road for the Newport area.
2. At the western end of the proposed new road (J29) access should be provided for west bound traffic on to the A48(M), and for east bound traffic from the A48(M) on to the new road.
3. Disruption along the existing A48 between Old St Mellons and Tredegar Park, caused by construction of the new road, should be kept to a minimum.
4. The complementary measures associated with this route should include consideration of restoring access/egress from Caerleon Rd on to the redesignated section of the current M4 at existing J25.
5. There should be no motorway junctions on the length of the proposed new road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Anything less than a new "motorway standard" road will not solve the existing traffic problems around Newport.
2. The Red Route would be seen as an "inferior" alternative to the existing M4 and is unlikely to attract the 57% of traffic which currently uses the existing M4 for long distance journeys (as detailed in your Figure 8 of the Consultation Document).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The Purple Route should only be considered if it is significantly cheaper to construct than the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. To do nothing is totally unacceptable, given the very detailed justifications provided in the Consultation Document for an alternative route to the existing M4 to be constructed.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Please give due weight to the "human" habitat affected by the existing problems created by the current M4, and the resultant improvements to that habitat which will arise from the proposed new route.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway going through or near to the Gwent Levels.

The proposed route will damage the Gwent Levels, an area I love and spend alot of time in. It is an internationally important wildlife site and so can not be lost. The landscape would be changed forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway going through or near to the Gwent Levels.

The proposed route will damage the Gwent Levels, an area I love and spend alot of time in. It is an internationally important wildlife site and so can not be lost. The landscape would be changed forever.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway going through or near to the Gwent Levels.

The proposed route will damage the Gwent Levels, an area I love and spend alot of time in. It is an internationally important wildlife site and so can not be lost. The landscape would be changed forever.

**Q9. Additional comments**

Please provide any additional comments here.

I object to any motorway going through or near to the Gwent Levels.

There must be better ways to spend our money and alternatives such as public transport improvements.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

Secondly, the plans will decimate an area of natural habitat that should be valued not destroyed.

The Gwent levels are unique and should be promoted throughout the UK. If these plans go ahead Wales will be held up as an example of a country that not only does not value its assets but one that is willing to destroy them totally unnecessarily.

Thirdly, these plans will not provide any real benefit over the current situation, every road gets congested and instead of building more roads, to shift the congestion elsewhere, we should be looking to more carefully manage the flow of traffic, to promote alternative options, upgrade rail and freight options, eliminate lane confusion/ speeding/ lane hopping on the existing road and accept that all roads get congested - its the natural way of a) keeping the speed down and b) incentivising travel outside peak hours.

Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

Secondly, the plans will decimate an area of natural habitat that should be valued not destroyed.

The Gwent levels are unique and should be promoted throughout the UK. If these plans go ahead Wales will be held up as an example of a country that not only does not value its assets but one that is willing to destroy them totally unnecessarily.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

### ***Q7. Health Impact Assessment***

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

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

Secondly, the plans will decimate an area of natural habitat that should be valued not destroyed.

The Gwent levels are unique and should be promoted throughout the UK. If these plans go ahead Wales will be held up as an example of a country that not only does not value its assets but one that is willing to destroy them totally unnecessarily.

Thirdly, these plans will not provide any real benefit over the current situation, every road gets congested and instead of building more roads, to shift the congestion elsewhere, we should be looking to more carefully manage the flow of traffic, to promote alternative options, upgrade rail and freight options, eliminate lane confusion/ speeding/ lane hopping on the existing road and accept that all roads get congested - its the natural way of a) keeping the speed down and b) incentivising travel outside peak hours.

Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

### ***Q8. Equality Impact Assessment***

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

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

Secondly, the plans will decimate an area of natural habitat that should be valued not destroyed.

The Gwent levels are unique and should be promoted throughout the UK. If these plans go ahead Wales will be held up as an example of a country that not only does not value its assets but one that is willing to destroy them totally unnecessarily.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

**Q9. Additional comments**

Please provide any additional comments here.

I most strongly object to the proposed plans for a new motorway along the suggested route. I object on many levels;

Firstly it seems ludicrous to waste funds on a project that at best will have a minimal return for Wales. We have a great opportunity to be trail blazers for a sustainable ecological future, and investing in props for further carbon generated destruction should not be one of them.

Secondly, the plans will decimate an area of natural habitat that should be valued not destroyed.

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Lastly as the world approaches peak oil situation, it would be embarrassing that Wales would be opening a new motorway to coincide with the rest of world waking up to global warming.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route offers a fast direct route through to the west of Newport, it is my second choice. I feel the purple route offers less damage to the environment. Doing nothing is not an option, the M4 is the Aorta into the South Wales heart and it needs clearing, using that analogy if South Wales was a patient it would be on life support! For Wales to compete economically we must have a fast efficient road system that supports industry.

The M48 needs a link from the B4245 and has done for years. Providing access to and from the motorway in both directions in Rogiet would ease traffic in Magor and Undy considerably, this in turn would create more support for the overall project. Quality of life in Magor and Undy would improve.

Cycle routes are always a good thing, particularly here where the land is flat, keeping them apart from the main highway is even better, ditto walking.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not a fan of the red route, if we are going to build a replacement motorway lets do it properly and put in a three laned motorway. Had this been done 50 years ago we probably would not have this issue now.

The M48 needs a link from the B4245 and has done for years. Providing access to and from the motorway in both directions in Rogiet would ease traffic in Magor and Undy considerably, this in turn would create more support for the overall project. Quality of life in Magor and Undy would improve.

Cycle routes are always a good thing, particularly here where the land is flat, keeping them apart from the main highway is even better, ditto walking.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My favourite route as it has three lanes and will cause less problems environmentally. The economy and wealth building has to be a priority however if there is way to minimise environmental damage we should follow it..

The M48 needs a link from the B4245 and has done for years. Providing access to and from the motorway in both directions in Rogiet would ease traffic in Magor and Undy considerably, this in turn would create more support for the overall project. Quality of life in Magor and Undy would improve.

Cycle routes are always a good thing, particularly here where the land is flat, keeping them apart from the main highway is even better, ditto walking.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing is not an option, the M4 is the Aorta into the South Wales heart and it needs clearing, using that analogy if South Wales was a patient it would be on life support! For Wales to compete economically we must have a fast efficient road system that supports industry.

Lets bite the bullet and do it.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As much as possible should be done to ensure minimum disruption to our the wetlands and other beautiful areas, can the motor way be bridged or put up on stilts like the M5 in Birmingham? This is a major investment to last for decades to come.

**Q7. Health Impact Assessment**

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

No comment to make other than less traffic congestion surely means less pollution.

**Q8. Equality Impact Assessment**

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

I see no issue.

**Q9. Additional comments**

Please provide any additional comments here.

This is a very thorough document which refreshingly is easy to read and has enabled me to form a informed opinion. Thank you.

We need a new road that will offer a quality journey into our country, we do not have this now. What ever decision is made needs to be with the long term in mind.

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It does seem to me as if the draft plan will achieve many of the goals of the M4 Corridor around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route will be considerably less satisfactory than the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route will be considerably less satisfactory than the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do nothing scenario' would be a disaster for business and commerce in South Wales as the present levels of congestion will merely increase over time.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Acceptable for gain achieved

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

acceptable for gains achieved

**Q7. Health Impact Assessment**

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

Acceptable for gains achieved

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
None

**Q9. Additional comments**

Please provide any additional comments here.  
None

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is clearly shorter than the current route and would be used by all through traffic; past experience (the utterly disastrous decision to build the M4 round Cardiff with only two lanes) surely dictates that it must be a Motorway with three lanes each way. Either of the two alternatives is plainly a compromise and by definition unsatisfactory.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A dual carriageway to provide relief from congestion on the northern route, without being built to motorway standards, will simply mean that there will be no obvious 'through' route for traffic bypassing Newport with the likelihood of continuing congestion on either route, neither of which will be satisfactory. Why go to the cost of building a new dual carriageway which will result in an unsatisfactory compromise when for the additional cost of a three-lane construction the known traffic problems around Newport will be solved for generations?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please refer to my previous answers which apply even more forcibly in respect of this third choice.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a pusillanimous and wilfully blind alternative. No one who has regularly experienced the traffic problems around Newport for very many years could possibly see any merit in doing nothing to address these problems.

**Q9. Additional comments**

Please provide any additional comments here.

The essential issue is whether a long-term solution is to be found. My comments are solely directed to this issue which, in my view, trumps all subsidiary issues.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route because I do not see that we need a new motorway across the Gwent Levels. We are not using the existing routes we have like the steelworks and distributor roads and Wales cannot afford over one billion pounds when councils are short of cash to do health and education. Also, the damage to the Gwent Levels would be massive and it would ruin a beautiful part of Wales forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route because I do not think that we need a new motorway across the Gwent Levels. We are not using the existing routes we have like the steelworks and distributor roads and Wales cannot afford over one billion pounds when councils are short of cash to do health and education. Also, the damage to the Gwent Levels would be massive and it would ruin a beautiful part of Wales forever. We can spend less, enhance the existing roads and still unblock the Bryn Glas tunnels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route because I do not see that we need a new motorway across the Gwent Levels. We are not using the existing routes we have like the steelworks and distributor roads and Wales cannot afford over one billion pounds when councils are short of cash to do health and education. Also, the damage to the Gwent Levels would be massive and it would ruin a beautiful part of Wales forever.

**Q9. Additional comments**

Please provide any additional comments here.

Enhancement of the A4160 and A48 Southern Distributor Road is the pragmatic solution to solve the M4 corridor traffic congestions at a reasonable price that does not cost money that Wales and its local councils cannot afford. This solution takes far less out of the economy and the environment. The options given in the consultation are motorway only. How can I raise my concerns within this framework? All the pictures of queing traffic make me think you have decided already.

The evidence does not convince me we need a new road, especially with rail use increasing and it being unclear that car use will increase.

I am also concerned that building a Newport bypass will harm Newport and make the Cardiff traffic network unable to cope.

I contributed to the wildlife trust barecroft appeal because I value the levels as open space for me , my family and local wildlife.

After the drop in session, I still have no idea what the route will look like and what junctions will look like, too. How can I comment without this information. I live in Magor and do not want my children to grow up in a motorway interchange we do not need. The Relief Road would be under used outside of rush hour and given that the enhancements to the Llanwern and Southern Distributor Roads can be done at a fraction of the price, why do we need a new motorway?

I object to all the road building options in the consultaion document and instead would settle for enhancement of the exisiting roads around the south of NEWport to relieve traffic pressure, at a fraction of the cost to the Welsh environment and the Welsh economy.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed building of new roads, motorways, or dual carriageways in this plan. it would be better to improve public transport in South Wales, and thus ameliorate traffic flow around Newport. Building new roads will not reduce congestion, but only increase people's insistence on using polluting and environmentally-costly vehicles.

All the proposed roads cut across the areas set aside for wildlife. Our biodiversity is far more important than our need for transport: the current rate of climate change is such that we should be protecting ALL our wild places, and leaving as much land as possible undeveloped, for biodiversity to flourish, ecosystems to thrive, and essential climate-regulating processes to take place. The impact of runaway climate change will dwarf our view of problems with traffic congestion; peak oil will make such car journeys increasingly unrealistic.

We can remain firmly stuck in the past by continuing old technologies which pollute, distress and destroy, and which carry our profits out of the country. Or we can show vision and imagination for the future, by embracing new public transport systems which would bring real prosperity to all the people of south Wales.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed building of new roads, motorways, or dual carriageways in this plan. it would be better to improve public transport in South Wales, and thus ameliorate traffic flow around Newport. Building new roads will not reduce congestion, but only increase people's insistence on using polluting and environmentally-costly vehicles.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed building of new roads, motorways, or dual carriageways in this plan. it would be better to improve public transport in South Wales, and thus ameliorate traffic flow around Newport. Building new roads will not reduce congestion, but only increase people's insistence on using polluting and environmentally-costly vehicles.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is better to protect and conserve our biodiversity than to construct new roads. We need all our wild areas, if we are not to increase the dangers of climate change already approaching.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA needs to consider the impact on all life, and not prioritise human economic gain.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route will destroy an area of great importance to wildlife and the natural environment. When the Cardiff Bay development took place areas in the Gwent levels were set aside as a sop to those against the development in Cardiff. These areas are of great importance to migrating and wading birds as well as other flora and fauna. This plan now proposes the destruction of this area.

OBJECT to this route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Building more motorways achieves nothing except destruction of the natural environment. The M25 is a prime example of increased motorway capacity causing even more major traffic problems. The solution becomes the problem with more motorway building.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Against M4 expansion. I do not feel building more motorways or major road expansion is a solution to traffic problems in South Wales

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Alternatives to expanding motorways eg Improve public transport

Ban HGV traffic from motorways in rush hour

Dedicated Bus & car share lane

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Environmental damage is irreversible. Air pollution affects human health as well as traffic emissions contributing to global warming.

The Gwent levels are a nationally important area for wildlife I cannot believe the Welsh Assembly can contemplate destroying an area of such unique value and beauty.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Air and noise pollution detrimental to health

**Q9. Additional comments**

Please provide any additional comments here.

The Welsh Assembly would be well advised to use the £1 billion for the M4 project on improvement to public transport providing more frequent buses and trains, adequate affordable parking at railway stations, Newport being a prime example of lack of parking close to the station. Preserving the Gwent levels for future generations not destroying an area of such historic natural beauty which is so crucial for wildlife.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Brynglas Tunnels represent a strangulation point for the entrance to the entire South & West Wales areas as well as the through route to Ireland. I'm no engineer but I cannot see how the current route could be widened, let alone without making the current situation far, far worse during construction. The current Newport SDR route is an appalling bit of work and offers no credible alternative to the M4 - in my view the 'new' M4 should have been conceived some time ago and what is now the current M4 might then have negated the need for the SDR at all. A completely new M4 built to the south of Newport and crossing, what I understand to be fairly unpopulated/marshy ground, seems to me to be the only credible option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route looks like a compromise to me

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Looks like a poor option to me

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Pointless

**Q9. Additional comments**

Please provide any additional comments here.

This is the gateway to Wales - take a long-term view that provides the best possible solution rather than a compromise that will come back to haunt us in the future.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is essential that something is done to improve the M4 in the Newport area if Wales isn't to remain effectively cut off from the rest of the UK. I cannot recall a time when there wasn't congestion on the existing M4 around Newport and it seems to be getting progressively worse.

Recent efforts to improve capacity may have helped a little but that is largely imperceptible. The only viable alternative would be to create further tunnels, but as this part of the motorway is in a relatively built up area I can understand why this may be undesirable.

I consider the proposed black route to be the best option as it remains the furthest from the centre of Newport.

I object to the declassification of the existing M4 if the new road is built as considerable work has been done on this road in recent years. The asset exists and full use should be made of it. With a little thought you could establish an unbroken M48 from the M4 just outside Bristol to the centre of Cardiff. This should remove a significant amount of traffic from the M4 through route and help alleviate congestion around Cardiff in peak periods

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My concern would be building onto virgin land when measures could and should be taken to reduce vehicle usage. I would object to land being taken up for completely new roads - upgrading existing roads is less impactful and better use of capital funding.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As noted for Q1, other options should be considered for traffic flow - including perhaps a toll section, utilising good signage to direct traffic along other routes, and encouraging more freight to be transported by rail - hence objection to new road build.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

None of the proposed options consider anything other than new road build - this is major capital expenditure which could be better used to address other routes in Wales. History indicates that building new roads means more traffic - as fossil fuel supplies deplete there should be concentrated effort to reduce unnecessary vehicle journeys.

Organisation:

Postcode: KT17

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Though I quite understand the M4 gets extremely busy round the Newport area, I would urge you to reconsider taking a new road through the Gwent Levels. Many times over the years we have marvelled at the flora and fauna in this area, and would be a travesty to lose all the beauty and wildness of the Levels.

Please could you reconsider an alternative route, as suggested by the local Wildlife Trust which would alleviate traffic congestion, but save the valuable Gwent Levels area.

Thank you in hopes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel this and the Purple route would be much more preferable than the proposed route through the levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As stated previously the Purple Route is preferable to the originally proposed route, and would probably be more suitable to fast moving traffic, than the Red Route, though would no doubt be more disruptive to the local residents.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Though to us who do not use the M4 regularly this would be our preferred option, we do understand that probably something has to be done to alleviate the traffic congestion, so I suppose this option is not on the table.

Organisation:

Postcode: Cf24

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel the black route plan will achieve many of the goals set out in the document.

At present I travel from cardiff to Taunton daily, the black route will enable me to continue in this employment without having to re locate to the south west ( i would have to consider this based upon the projected increase in traffic flow over the coming years). This means my disposable income has the the potential to be spent outside of Wales.

In addition if the black route goes ahead travel time for the stretch from jnc 29 -23 will be reduced and delays to travel time during peak hours will be significantly less.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although the red route would help the flow of traffic out of cardiff I feel that journey times and congestion will not significantly improve, particularly with the projected rise in journeys anticipated in the coming years. In addition the timescale that this route would take to complete to realise the full benefits would create long term disruption and impact residential areas more.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although the purple route seems a possibility I think this could increase congestion in and around the port area. I don't therefore feel it will address all the problems set out in the document, travel time and length of journey is unlikely to improve significantly and future proof the the problem

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario would not solve the issue of congestion long term - although other projects may be put on hold by opting for the black route this will directly impact and solve other congested routes. The do minimum proposal will not in my view achieve any of the goals and is likely to prevent the welsh economy growing and encourage future investment.

The main flow of traffic has to be moved away from the tunnels without doubt.

Personally I would need to seriously consider moving out of Wales if the option of do minimum scenario is implemented.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it's (m4 relief road) beyond needed, I'm very concerned about the black zone going through the nature reserve. How can the planning departments in Newport etc deny planning for a new building because a bat or a badger lives near there proposed new development, but it's ok for a motorway to go through a nature reserve!! Double standards

Organisation:

Postcode: NP23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All of the proposed routes will have a detrimental effect on the wildlife and the historic landscapes of the area.

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT. The proposals will have an unacceptable impact upon both wildlife and landscape across the fragile, unique and massively important Gwent Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT. The proposals will have an unacceptable impact upon both wildlife and landscape across the fragile, unique and massively important Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT. The proposals will have an unacceptable impact upon both wildlife and landscape across the fragile, unique and massively important Gwent Levels.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario will not address the problems and achieve the goals of the M4 Corridor around Newport but would be better than the proposed impacts of a road through the Gwent Levels.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Do-minimum scenario is the only one of the proposals that does not have SIGNIFICANT (Major) negative impacts on the schemes Environmental Objectives.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Mitigation would need to be carefully designed with strict control of works and timings when crossing the River Usk SAC.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

**Q9. Additional comments**

Please provide any additional comments here.

Whilst it is accepted there is a need to do something to address current and future issues on the M4 it is believed that the destruction and severance of significant parts of the Gwent Levels is not acceptable. There should instead be public transport improvements including improved rail services. An upgrade of the existing A48/Southern Distributor Road would appear to be a better (environmentally and cheaper) road option than the construction of a new road on the Gwent Levels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no objection to the draft plan, but it should not have priority over the proposed metro for the South east Wales area. If we can only have one scheme, it should be the metro because this would benefit far more local people.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No objection, but see comments re metro in question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No objection, but see comments re metro in question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No objection, but see comment re metro in question 1

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that it will alleviate the current traffic problems by providing an alternative route to transfer through Newport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is too damaging to the environment and should not be built.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is too damaging to the environment and should not be used.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is too damaging to the environment and should not be built.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the best option as traffic flow has reduced, using the new steelworks road to direct local traffic and HGV into docks is best option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Out of date report, no account taken of the value of ecosystems services provided by the Gwent Levels against cost of building a new motorway.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Needs to address ecosystems services value.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rerouting the M4 south of Newport will be a major benefit to the wider Welsh and local economy of both South Wales and Newport removing a major constraint to economic development, growth and jobs. It will improve safety removing traffic from the highly substandard and dangerous existing M4. Provide resilience to the highway network providing an alternate route past Newport allowing urgent repairs to carriageway and structure on the existing route. Allow the existing M4 to cater solely for local traffic and significantly reducing air pollution and carbon emission and footprint. In my opinion the Black route is the preferred route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rerouting the M4 south of Newport will be a major benefit to the wider Welsh and local economy of both South Wales and Newport removing a major constraint to economic development, growth and jobs. It will improve safety removing traffic from the highly substandard and dangerous existing M4. Provide resilience to the highway network providing an alternate route past Newport allowing urgent repairs to carriageway and structure on the existing route. Allow the existing M4 to cater solely for local traffic and significantly reducing air pollution and carbon emission and footprint. In my opinion the Red route is not the preferred route however construction of a new M4 carriageway Black, red or purple South of Newport is essential for the future growth of the Welsh economy for the reasons given above

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rerouting the M4 south of Newport will be a major benefit to the wider Welsh and local economy of both South Wales and Newport removing a major constraint to economic development, growth and jobs. It will improve safety removing traffic from the highly substandard and dangerous existing M4. Provide resilience to the highway network providing an alternate route past Newport allowing urgent repairs to carriageway and structure on the existing route. Allow the existing M4 to cater solely for local traffic and significantly reducing air pollution and carbon emission and footprint. In my opinion the Purple route is not the preferred route however construction of a new M4 carriageway Black, red or purple South of Newport is essential for the future growth of the Welsh economy for the reasons given above

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the do minimum option is not an option and will seriously damage the Welsh economy, result in ongoing detrimental traffic, air quality, safety and health problems that are clearly removed by the construction of a new M4 route south of Newport

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

On balance my opinion is that the environmental impact of the proposed black route are substantially beneficial removing ongoing detrimental traffic, air quality, safety and health problems that are clearly removed by the construction of a new M4 route south of Newport

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

On balance my opinion is that the environmental impact on habitat combined with design of sensitive environmental mitigation of the proposed black route are substantially beneficial removing the current and ongoing detrimental traffic, air quality, safety and health problems that are clearly removed by the construction of a new M4 route south of Newport

#### ***Q7. Health Impact Assessment***

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

On balance my opinion the proposed black route is substantially beneficial removing the current and ongoing detrimental traffic, air quality, safety and health problems that are clearly removed by the construction of a new M4 route south of Newport

#### ***Q8. Equality Impact Assessment***

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

Construction of the black route will be significantly beneficial as it will greatly improve transport links and employment opportunities in South Wales and the local Newport communities compared to the do nothing option

#### ***Q9. Additional comments***

Please provide any additional comments here.

Construction of the black route south of Newport is long overdue and the Welsh economy will be seriously disadvantaged in the future if this scheme is not constructed and has my full support

Organisation:

Postcode: SA10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My opinion is the black route is the only option presented that achieves the goals stated. In relation to goal 15 careful planning of interchanges and transportation hubs could be seen to promote access to sustainable transportation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route doesn't address all the goals as it relies on the existing M4 operating as a motorway hence doesn't deliver improved air quality or reduced noise impacts on communities along the route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route addresses most of the objectives but in my opinion is ranked lower than the black route. In particular reference to goal 7 the purple route has a lower standard alignment at it's crossing of Newport dock and doesn't afford as much road user safety as the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do Minimum option doesn't achieve any of the stated goals. All of the routes presented significantly outperform the Do Minimum scenario.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

**Q9. Additional comments**

Please provide any additional comments here.

I am very much in support of a new M4 corridor around Newport and in my mind the black route is the only conceivable option which delivers all of the objectives set out in the consultation. The short term impacts during construction are far outweighed by the legacy of providing a key link into Wales to allow economic growth. In addition to exporting goods, the M4 allows people to commute to employment areas outside of the principality and is vital to tackling unemployment following industry decline in South Wales.

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I select the Do-Nothing option on the grounds of cost and necessity of the project. I request the Welsh Government to act on their report of the City Regions Task & Finish Group and create a South East Wales/Cardiff authority, who can decide on the future transport infrastructure.

I recognise that this will delay the process, however a report has been commissioned on the Cardiff City Region Metro and there are limited funds for Welsh infrastructure improvements.

This project will benefit Newport & Cardiff, but very little beyond, such as Swansea and the Cardiff Airport - probably benefitting Bristol Airport.

Cardiff Council is aiming at a 50:50 modal split in public/private transport - this project will only reduce congestion for a few years for a short section of the M4.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

Whichever option is chosen, this must not be paid for by retaining the severn bridge tolls. To penalise users of one stretch of road to pay for another would be immoral, illegal and duplicitous

Organisation:

Postcode: gl15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is an absolute nonsense to build more motorways and main roads. It would offer a short-term solution only. In no time at all these new roads would become clogged with traffic just like the existing ones do. Building new roads and destroying our countryside is NOT the answer. Having excellent public transport and improving town/city facilities is. I OBJECT!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my answer to question 1. I OBJECT.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as 1 and 2. I OBJECT.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

And again! I OBJECT. Just leave it alone, don't change it at all.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I OBJECT to any destruction, vandalism and ruination of this area of NATIONAL environmental importance. You call your plans what you like but this is what it is,

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Just look at Gwent Wildlife Trust's findings on their website. They explain it better than I can.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
See answer to Q6.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Ditto Q6 & 7

**Q9. Additional comments**

Please provide any additional comments here.

This wonderful place will be lost for ever if you decide to go ahead with any of your plans. I implore you ; LEAVE IT ALONE. Improve what you already have. Again I ask you to look at Gwent Wildlife Trust website where you can learn what species live there and what YOU will be destroying FOREVER if you go ahead. Think of the future of OUR natural world not just the £££ signs in your eyes.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I vehemently object to the proposed alterations to the M4 Motorway around Newport and the suggested routes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It appears to me that the problems that are currently being experienced on the M4 especially at the Brynglas Tunnels and the Newport area, are the direct result of poor planning when the motorway was built initially. Because of that inept planning procedure originally, we the Welsh people in the immediate vicinity are paying the price. What I do not wish to see, is to have this original planning misdemeanour compounded by the obliteration and devastation that will be caused to the nature and wildlife of the area. I cannot emphasise enough how much I deplore and object to any so-called 'improvements'. For an example of how this proposal will not answer the problem, one only has to look at the outcome of the M25 around London. This was supposed to ease congestion on and around the Capital, instead we have a so-called by-pass motorway that is continually log-jammed!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

With the greatest respect, I do not feel qualified as any kind of Civil Engineer to even begin to offer an alternative suggestion to the proposal. In fact, I feel aggrieved that the Government that I voted in, should ask me for any suggestions. This is what I pay my taxes for, this is why I voted the Local and the National Government into power, because I felt, at that time, that you were the right people to run my Country. As you will no doubt suspect I am beginning to question if my decision was the correct one. Please, prove me wrong, please make the right decision this time and do not destroy our County's wildlife and habitat.

**Q9. Additional comments**

Please provide any additional comments here.

I feel I have made my point of view on the new proposals to the M4 in the questions 1-3 above. However, I would ask those who will be responsible for making the final decision to consider further this. Could we not benefit, as a Nation, from spending £1billion on other greater needs in Wales. A small example would be:

1. To make much needed improvements to our Health Service. To improve waiting times. To employ more medical staff and Ambulance and Paramedic staff.
2. To spend some of that £1billion on the Education provision for the decision makers of the future. And finally,
3. To take care of the elderly in the Principality who in many cases have given, all of their lives to this Country, only to be let down at their moment of need.

Forget wasting money and destroying the beautiful Welsh Fauna and Flora and spend the money where it is needed most and that is NOT on another score of Asphalt miles!

Organisation: Magor Action Group  
On Rail

Postcode: NP26

**Q9. Additional comments**

Please provide any additional comments here.

As a group Magor Action Group On Rail, although accepting the need for action on the present M4 as present congestion is unacceptable. We do not support the idea of a new motorway from Magor, onto the Gwent Levels to Castleton. In fact we feel the consultation to be inadequate and ill conceived. It is felt that the Black route is being forced on the community without appropriate consideration for its concerns.

Notably because: 1/ The consultation does not discuss alternative Public transport ideas for reducing the traffic on the M4. Although not a major consideration, such idea as thr Tram Train to/from Cardiff would reduce journeys along with the overdue Magor and Undy Railway Station. 2/ The Cost is unacceptable in terms of benefit. 3/ Alternative roads such as the SDR and Magor-Spytty routes are under used and not advertised from the M4 as congestion beaters (where are the Motorway matrix signs redirecting traffic?) Something would have to be done about Junction 28 of the M4 to facilitate an easier flow off the SDR. 4/ The disruption to the village of magor is being under played, whilst in reality it would be very substantial and destructive. 5/ The destruction of the area south of Magor, notably the Gwent Levels would be too enviromentally damaging. The Red Route with link to the A48 would appear slightly less damaging whilst benefiting from the through flow of traffic from the A48.

We do support the idea of a link from the M48 to the the B4245, although to be effective would have to be linked to the wider plan for a Park and ride at Severn Tunnel Junction. The community would be unforgiving if a half hearted link excluded to encompass SevernTunnel Junction's growing needs was imposed.

In conclusion MAGOR supports public transport alternatives, notably rail links to Magor/Undy and Severn Tunnel Junction along with the Cardiff East Tram/Train initiative. We feel the present consultation to be inadequate, but if to go ahead must include a STJ park and ride.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Mae angen traffordd ddwyffordd 3 lon ar hyd taith yr M4 - ffolineb fyddai mynd am unrhyw beth llai. Mae'r daith o gyrion Casnewydd i bontydd Hafren yn boenus o araf ac yn achosi rhwystredigaeth i bawb sydd am gyrraedd pen eu taith.  
Ewch am Y Llwybr Du.

(Editor's note: translated text)

A 3 lane motorway is required in both directions along the M4 – it would be foolish to go for anything less. The journey from the outskirts of Newport to the Severn bridges is painfully slow and causes frustration to all who want to reach their destination.

Go for the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Os gwneir cyn lleied a phosibl, byddyn edifar maes o law.

(Editor's note: translated text)

If the minimum is done, it will be regretted later on.

Organisation:

Postcode: LL41

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all of the three routes outlined as they would all destroy an area of irreplaceable ancient woodland at grid references ST 272 840. In addition, the red and possibly the purple and the black routes would all threaten a larger piece of ancient woodland at ST 299 842. Building ever more motorways to cater for forecast traffic growth is self-defeating and makes no sense. We need a sustainable transport strategy which aims to reduce growth in car transport and promote non-car alternatives. This plan would destroy irreplaceable ancient woodland contrary to the policy of the Welsh Government, increase car dependence and burden the Welsh Government with a significant debt for the first time, £1.25 billion, or £400 for every man, woman and child in Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is the worse one regarding ancient woodland. It would damage both woods referred to in Q1 above.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route would destroy an irreplaceable area of ancient woodland.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In addition to the measures outlined as the 'Do minimum scenario', I believe there are practical measures which could be taken to reduce road congestion around Newport, which would be hugely cheaper and would do little or no damage to irreplaceable wildlife habitats. The alternative proposed by Prof Stuart Cole is one of these.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

If strategic environmental assessment of this plan was carried out rationally it would come to the same conclusion that Ieuan Wyn Jones came to in 2009, and recommend the dropping of this mad proposal.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Any proposal predicated an significant traffic growth is likely to lead, other things being equal, to higher levels of air pollution which has to have a harmful effect on public health locally.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Those who gain most from this plan with be those with fast cars who will be able to bypass Newport quicker. Those who lose most will be those who have to breath the air locally.

***Q9. Additional comments***

Please provide any additional comments here.  
I object to these proposals. Please drop them and come back with a sensible idea, which is consistent with the Welsh Assembly's commitment to sustainable development. Please keep me updated on your plans.

Organisation:

Postcode: SA11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am convinced that the Black route would relieve the current ongoing / daily congestion on the current M4

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The new route would provide better access into Newport and encourage external business

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Hi,

I am new to the red wick area, we moved here to get further away from the M4 and the noise of the traffic not to mention the risk of pollution to my 2 soon to be 3 children. We find this area unspoilt and a nice place to bring our children up.

In hearing that the favoured proposal is planned to be built right on our door step is a disappointment to say the least. Not only will this add a huge amount of Light, noise and car fume pollution, you will be destroying wildlife and discouraging people moving into the new development at glen llyn.

The road past the steelworks should all ready provide relief and good access to south newport, so why the need to waste more money on another road? Put a sign up and people will use it!

I drive on the M4 every day, your biggest problems causing bunching of traffic in the area in question are as follows:

- a) Junction prior to bryn glass tunnel - east bound, people cutting across the traffic and tail backs (Fix this and congestion will ease)
- b) Junction to cwmbbran/newport - people cutting across traffic and tail backs (Fix this and congestion will ease)
- c) Variable speed limits - these cause chaos, i've seen some terrible near misses and rear end smashes, why ? because these things cause people to slam their brakes on ( fact ) - remove these, the speed cameras and people will stop slamming their brakes on which should reduce your accidents in the area.

Also by 2035, more people will be using electric cars so I don't buy the figures on increased pollution in the deprived area by the bryn glass tunnels. Have you not considered putting recovery vehicles in place either side of the M4 in rush hour or peak times? this would mean any broken down vehicles or crashes could be cleared more efficiently.

As far as i'm concerned this is a huge waste of money that could be addressed without any major works, I travel in peak times and i can say have never been stuck for longer than 30-40 min. Reduce our deficit rather than waste money, please. Also don't destroy a beautiful part of wales for a road that will receive little use.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a better option, however i don't understand why the existing new road opened passed the steel works can't be used to accommodate this extra flow of traffic?? why build another road, seems a waste of money again.

Please refer to my previous comments on how you could reduce the issues as they stand on the M4.

Again you will destroy any willingness to purchase a property on the new glen llyn development, this will reduce the house prices and deprive Newport of valuable extra income attracting more families and money to this area, i feel this is far more important to newport than relieving congestion. In building any kind of major road in this area you will only encourage a new economically deprived area as these properties will only become local authority housing due to lack of interest in buying next to a major road. This will in turn increase crime and anti social behaviour in the area, if this is how you wish to see newport continue rather than improve, then your on the right track in supporting this development.

This road will continue to destroy an area which seems to be on its way to recovering from the industrialisation in the past, please don't ruin natures progress or the future of this area of newport.

Sorry to be so negative.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again as my previous comments state, a bad move for the area and things can be done to avoid this.

If you would like to contact me to discuss my views and why i think there is no need for this road, please do contact me, although i suspect my opinion will have little effect in your decision.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Further to my previous comments on Variable speed limits, i believe these to be a big cause of traffic bunching and possibly the cause of increased accidents by people slamming on their breaks. If needed i can mount a camera and provide you with evidence of this. Removal of variable speed limits should help reduce traffic bunching issue warnings on signs advising of an accident ahead, don't force people to break and cause further problems. I've had to spend £300 on the best tyres available for my bike to increase my stopping power for this problem alone. Again you should be looking at the two junctions just before the bryn glas tunnels east and west bound, these cause the problems with people cutting in at the last minute to avoid the tail backs, this is the area you should be focusing on.

Again if you need photographic evidence of this, I'd be happy to record it on my daily commute.

Replacing the barriers with concrete ones ? Don't really see the point although I'd prefer hitting concrete than a metal post if i had to avoid someone slamming on their after the variable speed limit goes from 60 > 40.

For me I think it would be best to keep to this strategy, see how things are following the road improvements, don't jump the gun just yet. But please remove the variable speed limits. maybe increase the police presence on the road side as a deter ant for those that speed.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Not really sure i can add much here, but I really don't see how this development can do anything but destroy part of a nature reserve (where rare animals are now starting to return). Ruin my view of the night sky with added light pollution, provide a healthy intake of exhaust fumes for my soon to be 3 children, destroy newports future to attract new money and families to the glan llyn development and waste the tax payers money on a road rather than pay off our national debt, or help the save the NHS from collapse (sorry these points need raising).

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Unable to find this section sorry.

#### **Q7. Health Impact Assessment**

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

It mentions in the document that noise and pollution is a current problem for people along the existing M4 in the newport are. Surly by pursuing the black route you are just going to cause this problem in another area of newport? once the glen ply development is complete you will be providing 2000 households with noise and pollution ? is this your goal?

**Q9. Additional comments**

Please provide any additional comments here.

Please do feel free to contact me or correct me if i'm wrong correct me.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support this measure and believe it will significantly reduce the congestion on the M4 around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the black route will be better

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that this will help congestion but I support the black route in preference to the purple route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although this would be cheaper, I do not believe this will be effective.

**Q9. Additional comments**

Please provide any additional comments here.

I fully support the preferred Black route and hope this will be built as soon as possible

Organisation: Costain Ltd

Postcode: CF62

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Firstly, it would relieve the already congested route into South Wales and provide a more efficient travel route for businesses wishing to expand into or out of Wales. it would also decrease the

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route is the most logical solution to the problem. To settle on either of the alternatives will not provide a robust long term, (i.e.> 25 to 50 years plus) solution. The importance of this arterial route to South Wales and associated Regional Development Areas necessitates implementing a robust solution. This will not be the cheapest solution, but to try and save money on such strategic infrastructure would be folly and an opportunity missed. It would also squander the investment made in areas west of Newport and of local industry.

However, the route will have to be on embankment of imported material and thus potentially visually intrusive and being elevated, traffic noise will travel further. Due attention to noise and visual attenuation must be implemented. Screens similar to those used on the Surrey section of the M25 would be a good start.

The river Usk crossing will also need to be sensitive and something akin to Avon Mouth viaduct would seem appropriate, rather than an expensive, iconic structure. However, the bridge will be intrusive regardless, so subtle masking and aesthetic features, that will lessen the impact whilst not overly increasing the cost to an unsustainable level, will need to be carefully designed in.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will only benefit the congestion caused by car users travelling in and out of Cardiff, myself being one of them. I travel to work everyday and have to allow an extra hour just to be prepared for the worst case scenario, as my job is very important. It would seem ideal to widen the Brynglas tunnels as this is the 'bottle neck' problem. However I have read that this cannot be done. I am amazed this scheme has not gone ahead sooner, as it is putting thousands of people at risk of redundancy due to lateness, caused by the unpredictable volume of congestion daily on the M4.

The M4 Corridor around Newport will definitely improve the flow of traffic on the M4, as will the new A465 road. Taking into account the rapid growth of Wales, congestion is only going to worsen. Things such as Sport (Rugby, Football etc.) Circuit for Wales which will attract 80,000 people a time. The scheme is very much needed and if not now, when? Sooner or later this scheme will have to go ahead. It is best to be prepared now rather than endanger thousands of Drivers (especially the younger generation like myself who are passing their tests very quickly) in the future.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

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**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

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**Q7. Health Impact Assessment**

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

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**Q8. Equality Impact Assessment**

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

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**Q9. Additional comments**

Please provide any additional comments here.

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Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scheme receives my full support. It is long overdue and the transport network in South Wales and it's businesses have been strangled by poor infrastructure for the last 10 years

The Black route is most favourable as it avoids clashes with Newport docks business and it will also be built in one hit

With any schemes such as this, there are going to be sacrifices made regarding the impact environmentally, however my view is that this is far outweighed by the benefits the scheme will provide in terms of Safety to roadusers, massive benefits to the economy of south Wales, improvements to Air Quality for those who live adjacent to the existing M4 in Newport, improved journey time reliability.

The black route seeks to minimise the intrusion on the SSSI areas south of Newport by passing through them on their northern edge and in many places through old tip areas. This is good planning I re-iterate my full support for this scheme, lets get it started so that the benefits can be felt s soon as possible

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red route is not the correct solution. It will only be a dual 2 lane road, built in phases which will prolong the current agony of the overloaded M4 in Newport

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the Purple route is a better option than the red route but not as good as the black route The purple route is still close to Newport and will attract local traffic . Keep the new M4 further south

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option if the Welsh Government want Wales to thrive and grow.

External investors will not be interested in setting up in south Wales if we have a massive bottleneck on our transport network at Newport. The small schemes planned in the do-minimum scenario will do nothing to alleviate the congestion between junctions 24 and 28 which occur on a daily basis

Organisation:

Postcode: NP11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposals will do nothing to solve the problems, which are grossly exaggerated in any case. Living only a mile from the M4, I use the section J26 to J28 most days and at a range of times between 6am in the morning to 3am at night for a variety of destinations. Provided I avoid the two rush hours 8am to 9am and 5pm to 6pm there is not a problem - I have not been held up in a queue in the last six months. The statistical data used does not show the loading at different periods during the day - my experience is that 2 hours a day contribute 80% or more of the traffic; driving along this stretch between midnight and 2am the number of vehicles seen is often in single figures.

Even if a relief road is built, it will not solve the main problem, which is traffic funnelling along minor roads to reach the motorway. I am caught in traffic jams leading up to J26, J27 or J28 far more frequently than I ever have been caught in traffic jams actually on the motorway. Building a relief road will do absolutely nothing to solve this problem since there is no ready access to the relief road from this stretch of the M4, and the same volume of vehicles will continue to use the same minor roads to reach the present M4.

Spending a fortune on a new motorway through an environmentally sensitive area such as the Gwent levels to try and solve a problem which exists for only 2 hours out of every 24, without improving the minor roads traffic uses to reach the M4 is a gross misuse of public funds, better spent on improving public transport (eg a Newport branch of the Ebbw Vale - Cardiff railway) or dissipating the rush hour traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

For reasons already explained, any road to the south of Newport it will produce very slight improvements for a huge cost financially and environmentally. Much of the traffic funneling into the M4 at rush hours to get from one side of Newport to the other will have no use for a relief road since it will not be accessible from J26-J28 and does nothing to improve the minor roads used as access to the M4 or to Newport. For example, try monitoring the volume of traffic which cuts cross-country from Henllys to J27 on the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Exactly the same arguments expressed in Q1 and Q2 apply to any relief road scheme running south of Newport - Much of the traffic causing congestion comes from the north of Newport and will not be eased by a southerly relief road.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Some improvements, such as the Coldra roundabout and Variable Speed Limit, have helped, but it is difficult to see road improvements which would ease the flow of north-south minor road traffic funnelling into and from J26, J27 and J28, which is the hub of the problem - the flow of traffic passing through Newport is, to be honest, a minor part of what is an exaggerated problem.

The success of the Ebbw Vale to Cardiff railway surely points the way forward: a branch to Newport, though expensive, should be top priority, together with increasing the number of stations on routes leading to Newport. Public Transport improvements would give much better value for money than any M4 relief road.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As a scientist, I am absolutely appalled by the SEA, which is a woolly, highly subjective and unscientific document, which makes highly subjective and dubious statements as if they are proven facts with no evidence to back them up. An example would be

"A new motorway would provide significant increased capacity in the highway network around Newport with the addition of six new lanes. It is predicted there would be a significant reduction in traffic on the existing M4".

Predicted by whom and on what evidence? My scientific judgement based on the evidence I see almost daily, is that there will be no such reduction in traffic on the existing M4 as none of the minor roads feeding into the M4 J25-28 will input into a southern relief road.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As a general comment on the whole draft plan, pages of detail are reproduced here on SACs and SPAS which are far enough away that effects will only be indirect, but there is minimal discussion of the Gwent Levels Site of Special Scientific Interest whose biodiversity will be most directly affected by the proposals. Also, some of the data is out of date, with no mention of the need for surveys to update a lot of the information, or of Section 42 Priority Species which might be badly affected by the proposals.

#### **Q9. Additional comments**

Please provide any additional comments here.

As someone who lives close to the M4 since it was built and uses it at a wide range of times and for a wide range of journey destinations, I simply do not recognise a lot of the alleged problems. Solve the two-hour rush hour difficulties by improved public transport, steps to stagger the rush hours and improving minor roads which are used as routes to reach the motorways and many of the problems will be reduced sufficiently such that the present M4 could cope adequately, as it does over 90% of the time at present.

In times of financial cutbacks, it would be an act of monumental vandalism to go ahead with huge expenditure which probably will not solve the problems anyway and will in the process cause enormous damage to the beautiful Gwent countryside and biodiversity.

A relief road south of Newport, in any guise whatsoever, will never provide a worthwhile solution to Newport's rush hour traffic.

Organisation:

Postcode:

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#### **Q4. Do minimum scenario**

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- Diffyg gweledigaeth na golwg ar gynlluniau trafniadaeth unedig ar gyfer yr ardal, i hybu dulliau amgen, mwy cynaladwy o deithio
- Dim astudiaeth o unrhyw opsiwn adeiladu ar wahân i draffordd newydd, er gwaethaf bodolaeth cynlluniau blaenorol gan y llywodraeth ar raddfa llai, ee. gwella'r A48 drwy Casnewydd
- Effaith negyddol ar gynlluniau trafniadaeth mewn rannau eraill o Gymru, trwy sugno'r holl gyllid trafniadaeth a monopoleiddio pwerau benthyg newydd
- Mae'n groes i gynllun trafniadaeth cenedlaethol Llywodraeth Cymru, ac yn groes i egwyddorion y Ddeddf Teithio Llesol.
- Gan nad yw'n edrych ar unrhyw opsiynau ar wahân i adeiladu traffordd newydd costus, mae'r ymgynghoriad yn hollol anilys a dylid rhoi'r gorau iddi ar unwaith. Dylid ailgychwyn ymgynghoriad agoriad yn edrych ar yr holl opsiynau i greu system drafnidaeth integredig a chynaladwy ar gyfer y de-ddwyrain a Chymry gyfan.

(Editor's note: translated text)

The consultation is not valid, as it doesn't look on other options apart from doing nothing or building a new motorway which is expensive and not needed.

I object all of the possible routes for a new motorway in this consultation because:

- The figures relating to increased use of the M4 are flimsy to say the least.
- Significant environmental effect on the area, including nature reserves
- Significant environmental effect due to the encouragement to use cars as an alternative to other modes of transport, and the lack of investment in public transport due to the financing of this project.
- Lack of vision on an unified travel plan for the area, to promote alternative, more sustainable modes of transport.
- No study of any other construction option apart from a new motorway despite the existence of previous schemes by the government on a smaller scale e.g. improving the A48 through Newport.
- A negative effect on transport schemes in other parts of Wales, by taking all the transport budget and monopolising the new borrowing powers.
- It goes against the Welsh Government's national transport plan, and goes against the principles of the Active Travel Act.
- As it does not look at any options apart from construction of a new, expensive motorway, the consultation is invalid and it should be stopped immediately. The consultation should be restarted looking at all the options to create an integrated and sustainable transport system for South East and the whole of Wales.

## **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Nid yw'r ymgynghoriad yn ddilys, gan nad yw'n edrych ar opsiynau eraill ar wahân i wneud dim neu adeiladu traffordd newydd, costus, diangen.

Rwy'n gwrthwynebu pob un o'r llwybrau posib ar gyfer traffordd newydd yn yr ymghyngoriad hon, oherwydd:

- Mae'r ffigyrau yn ymwneud â chynnydd defnydd yr M4 yn simsan, a dweud y lleiaf
- Effaith amgylcheddol sylweddol ar yr ardal, gan gynnwys gwarchodfeydd natur
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### **Q9. Additional comments**

Please provide any additional comments here.

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Organisation:

Postcode: CF81

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My major concern with the Black Route is the negative impact it will have permanently on an area that includes several Sites of Special Scientific Interest and both Local and National Nature Reserves.

Furthermore the original estimated cost in 2009 of an M4 relief road was then £1 Billion, it would take at least 5 years to construct a new relief road, probably even longer, and as construction costs increase by an average of 10% each year the cost would be astronomical and totally unacceptable to the majority of taxpayers. That £1 Billion estimate for 2009 would probably be in excess of £1.4 Billion today!!!

Seriously consider looking into upgrading the existing M4 or look hard at upgrading the A48 distributor road. Please work in consultation with all the Wildlife and Environmental groups that represent many thousands of unpaid active members that help look after the little we still have left of our once rich flora and fauna on the wonderful Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

The money borrowed to finance this major M4 relief road for any of the suggested routes would probably be nearer to £2 Billion before its completed. This huge amount of money is needed far more in areas of critical importance, namely our NHS throughout Wales.

Borrow less and upgrade the A48, it would prove cheaper, less disruptive and much quicker.

Organisation:

Postcode: CF72

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with all routes this will relieve/replace the existing section of M4. I think this is the best route, most straight forward alignment. It is almost square across the river, skirts the bottom of the landfill site as opposed to cutting through it.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is very close to the rail route, skewed long structure to cross the railway - expensive.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Better than red as is to the south side of rail, not as close as red appears.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum may improve the situation for a few years but we need something that will provide a long term solution for the sustainability of south wales.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scheme will undoubtedly cause disruption to the local environment however the existing motorway currently causes significant disruption to peoples lives. I'm sure the scheme will do everything in its power to limit the environmental impact and in some cases over time will have improved it, even if there is a short term dip.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The scheme will undoubtedly cause disruption to the local habitats however the existing motorway currently causes significant disruption to peoples lives. Existing habitats that are damaged / lost will be replaced and in some cases may provide a better standard than some existing.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I completely and resolutely object to any extension to the existing M4 motorway.

This is an area of SSSI and should remain unspoilt, furthermore I will campaign and garner votes to de-select any government AM and MPs who support this travesty.

When will the Newport elite accept the public do NOT want this development!!!!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route on the same grounds as the black route this is virtually the same.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

**Q9. Additional comments**

Please provide any additional comments here.

We could improve public transport to get cars off the road.

Upgrade southern distributor road

There are thousands of better ways to spend this money in Wales - jobs elderly disadvantaged.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that the black route will address the problems nor will it achieve the goals of the M4 Corridor. I cannot see that a brand new 6-lane motorway is the right solution to the issues it tries to address.

The long term impact on the environment and the people of Newport and South Wales and the extraordinary cost of construction far exceed the need for such project.

It is reputed that traffic around Newport is not increasing, so more intelligent solutions should be sought to resolve the problem.

The initial cost of the project is estimated at £1.3 billion. Past history tells us that project such as this never come in on budget, let alone have we been told how much the repayment of a loan for such expenditure will cost and for how long.

I strongly object to the proposals laid out in the draft plan for the Black Route and its complementary measures.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I strongly object to the proposals laid out in the draft plan for the Purple Route and its complementary measures.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly support the plans for a 'do minimum scenario' because of my strong objection to build a new road - motorway or dual carriage way - as is proposed by the Black, Red or Purple Route.

It appears no consideration has been given in this consultation, for the option of investing in good quality public transport or in improving the existing A48.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA does not include an assessment of the impact of actual building of the motorway.

For this reason I believe the assessment is flawed.

### ***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Never in the history of roads, has the building or existence of road improved the health of the population .in its vicinity.

The plans for a new road are flawed and the consultation is biased in favour of a new road

**Q9. Additional comments**

Please provide any additional comments here.

I object to the plans of a new road though the Gwent levels on so many fronts!

The people of Newport will not and never will benefit from a new road. The road will be built to allow people to bypass Newport more efficiently.

We have some congestion in rush hour periods mainly because of a 100m tunnel - Bryn Glas Tunnels. Building a 10 mile, 6 lane motorway to solve the problem feels a little like using a sledge hammer to crack a nut. The majority of the congestion is caused by short distance local traffic. So if we have to spend some £1.3 billion , surely this can be done in a more intelligent way.

The planned motorway/dual carriage way will destroy 5 SSSI. These designations have been given to land which is of National and International importance for a number of reasons. They have been given legislative protection not just for us but for our children and children's children. How dare we jeopardise these sites for some grandiose scheme which will serve no useful purpose. Our politicians must understand that intelligent use of our money will give them more credibility than some monstrosity slicing through our countryside and communities. It has not been shown that the economic need is enough to repeal the protection of these sites.

Finally, I also strongly object to the plans of a new road through 5 SSSI sites because once the road is built the rest of the land will be developed and the Gwent Levels will be destroyed in their entirety and forever. We cannot allow this to happen.

Please let us find a more sensitive and intelligent solution.

Organisation:

Postcode: NP26

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Problems:

Q1a - The Black Route will solve or lessen the following problems - 1 to 5, 7 to 9, 12 to 17.

Q1b - The Black Route may solve problem 6 so long as there is only one (or no more than two intermediate junctions - one each side of the Usk).

Q1c - The Black Route will not solve problem 10 as it is not likely to be completed in 5 years.

Q1d - Problem 11 will not be solved by constructing the Black Route alone. Advanced message signs, giving advice and alternative routing are needed even now. The current signage is too limited and too slow to respond in giving useful information.

Goals:

Q1e - The Black Route should achieve all the goals except 15.

Q1f - Goal 15 cannot be achieved by construction of the Black Route alone. It will be essential to complete the following complementary measures - M48-B4245 link and the cycling and walking friendly measures by the opening of the Black Route. It is not clear that re-classification of the existing M4 Magor to Castleton will assist achievement of Goal 15 of itself.

Overall:

Q1g - a very significant moderation to the expected objections from those concerned about the negative impacts on the environment, landscape and heritage of the Levels would be to make it a condition of planning approval that the Black Route SHOULD form an inviolate barrier to any further development south of the route. Such a condition was placed on the development of the M4 around the north of Cardiff.

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q2a - the Red Route will not deal with the forecast increased traffic well before 2035. It also performs less well than the motorway options for 13 out of 15 Transport Planning Objectives as listed in the WelTAG report.

Q2b - the whole driving force for the relief of the traffic congestion around Newport is a free-flowing alternative to the existing M4. This Dual 2-lane option will not solve the problems or achieve the goals in the study period.

Q2c - the Summary of Assessment Options in the WelTAG report paragraph 13.1.1 is strongly supported - the Red Route should not be taken forward for further appraisal.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q3a - the Purple Route performs nearly as well as the Black Route in most respects so the responses to Q1 above apply.

Q3b - the significant added risk recognised in the WelTAG report compared to the Black Route is the uncertainty around the top of Newport Docks, associated with the waste tip and near the housing and schools at Duffryn. This sort of risk to the successful development and completion of the project is considered untenable. This delivery risk is identified in the WelTAG report in Table 10 (Economic Activity and Location Impact) and in its paragraph 13.1.2.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q4a - the current problems cannot be solved by the Do minimum scenario and it is not clear that any of the goals could be achieved either.

Q4b - this option should not be taken forward for any further appraisal.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Q5a - while the assessment has identified several adverse features it is believed that the impact has been exaggerated in relation to the impacts on the Levels and the SSSIs. All the route options run on a common line to the end of the existing steelworks tip and from the south of Duffryn to Castleton on the very northern edges of the Levels. Further many of the adverse impacts recognised can be mitigated during and shortly after the construction stage, for example by sensitive planting and screening.

Q5b - it is considered that the lighting of the motorways should be given particular attention to minimise light pollution in these otherwise relatively dark regions.

Q5c - it is clear that stringent and robust measures will be needed to avoid or minimise impacts during the construction of the elevated sections and the bridge over the Usk. Such measures are commonly applied during major construction projects nationally and internationally and it is believed that reputable contractors will be able to conform successfully to the requirements.

Q5d - the major structures and bridge over the Usk should not necessarily be assessed negatively on visual and landscape terms. Further, the views of the river, docks, city and the other bridges from the crossing will be a significant tourist attraction and the crossing could form an iconic gateway to Wales if a bold design is chosen.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Q6a - this assessment has strong links to the biodiversity element of the environmental assessments responded to in Q5 above. It is repeated that major contractors are well versed in avoiding or mitigating such adverse impacts. As such it is considered that the assessments have over-emphasised the negativity in the draft Plan.

#### **Q7. Health Impact Assessment**

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

Q7a - it appears that this assessment indicates that only the Do minimum scenario has an overall adverse impact on health. For this reason the draft Plan is considered viable in respect of impact on health.

#### **Q8. Equality Impact Assessment**

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

Q8a - this assessment appears to show that none of the options has an adverse impact on equality.

Q8b - However the construction of any of the new roads can only benefit car users though the complementary measures should benefit cyclists and walkers. This is another reason why the complementary measures must be instituted as part of any scheme and not considered to be open to delay for financial reasons.

**Q9. Additional comments**

Please provide any additional comments here.

Q9a - coming from one who lives on the Gwent Levels, and who is very conscious and concerned about preserving the unique character of the area, it may be surprising that the draft Plan Black Route is strongly supported. However this is only so if one of the conditions of planning approval is that the line of the route on both the Caldicot and Wentlooge Levels forms the absolute and inviolate boundary to any further developments on the Levels. It is only by this assurance that those who will certainly mount major objections and demonstrations against any of the proposals can be brought to agree that the overwhelming priority is to deliver a more efficient and sustainable transport network for the sake of the local, national and international communities and, indeed, for the sake of the planet.

Q9b - it is also considered essential that full details of the complementary measures are included and made public in the next stages of development of this project. Such details will also assuage the concern of those who would otherwise find it hard not to object to any of the three route options.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the more motorways are built or expanded, that the number of traffic will increase accordingly.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that this will reduce traffic problems and is unacceptable on an environmental level.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route will still impact on the Newport wetlands, and is therefor unacceptable.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

More and better public transport should be the key- encouraging more traffic will only result in a never-ending problem

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having looked through the details of the proposed Black Route I can see the advantages of this route, mainly that it achieves the objective's of reliving the pressure on the existing M4 without cutting to deeply into the Gwent Levels. Not to sure about moving the road to the south will move the environmental impact, with it. I hope the traffic should be faster flowing therefore more efficient engine use. & I would also like to say this road should be put in place as soon as possible too help the economy of South Wales. we have dithered quite enough over the project . It's getting as bad as the Newbury bypass farce !!

Organisation:

Postcode: CF64

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this will be a substantial improvement of the issue of the Brynglas bottleneck. I look forward to the day when I won't have to check before travelling, or not being trapped on one or either side unable to get home.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a new route being driven across the unique landscape of the Levels. I worked in S Wales for 12 years and have frequently used the M4, which is admittedly prone to some delays but the answer cannot be the proposed route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route would be damaging to a superb wildlife site and I therefore object to this.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is not acceptable to destroy this valuable wildlife site for the sake of another road and I therefore object.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is the preferable option and addresses the needs of Newport directly

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not in favour of this route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not in favour of this route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not in favour of this scenario

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

An open and clear report is required on completion of the consultation process

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

I object to the plans to put any additional roads to the south of Newport, especially when the current plans for this road ride roughshod over the conservation designations in the area. In addition only lip-service is paid to alternative forms of transport and the cycle and footpath elements to the project feel rather like cursory add-ons to make the scheme seem more attractive while doing little to actually affect congestion.

The focus for transport in Wales and throughout Great Britain should be for less traffic not more roads.

The funds allocated to this project could be better spent on improving alternative forms of transport. I regularly travel by train through South Wales and while the service is good, it could be improved by investment that would allow greater capacity with more carriages (or possibly a more frequent service). Such investment may improve conditions on the M4 without further infrastructure with all of its associated visual and environmental impacts.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only advantage to the residents of Magor and Undy is the opening of a link from the M48 and the B4245, which will ease traffic flows in Magor.

I disagree with the idea of downgrading the existing M4. I thought the point of building a new motorway was to aid movement of traffic, by having viable alternatives around Newport. If the new motorway is closed due to an accident, there still needs to be a good alternative route to avoid congestion.

It is ludicrous and unrealistic to suggest a cycle path and pedestrian walkways on a road which will still be very busy. They are potential accidents waiting to happen

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

With the opening of the new road through Llanwern steelworks, linking in with the SDR - I thought we already had a reasonable option.

I am concerned about the environmental impact on the Gwent levels. The Newport wildlife reserve is a beautiful place and a lot of time and effort has been put into improving it and the surrounding area, this should not be compromised.

The road would also cause a lot of disruption through the town centre.

As far as air quality is concerned we would just be moving poor air quality from one place to another.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments are the same as for the red route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a regular user of the M4 at peak times, I am reasonably happy with the way things are, and the improvement that have been made with the opening up of the road from Magor via Llanwern to Newport. There are other options that could be explored - eg opening a railway station in Magor/Undy, and possibly one near to the business parks around junction 28. Also encouraging more firms to adopt a flexi time policy for their staff.

I think that apart from opening a sliproad between the M48 and the B4245 near Caldicot, any new motorways or dual carriageways will have a detrimental effect on the quality of life of the inhabitants of Magor and Undy. If the new road is raised up, it will contribute to more pollution, poor air quality and noise. There are risks to flood defences, and risks to wild life habitat. Also the inhabitants of southern Newport will have similar problems. Therefore I am in favour of a 'do minimum scenario

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It seems to be about moving congestion, noise and pollution from one area to another area which by and large has escaped. There is no consideration of the detrimental effects of the people of Undy and Magor. Downgrading the existing M4 seems a crazy option, as it would slow down movement on that road.

Some motorists will never change their driving habits. You will still have lane hogs wherever the motorway is situated.

Alternatives such as improved (and cheaper) rail/bus links should be considered, and heavy goods shifted back to the railways.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Any new development is going to have a detrimental effect on habitat. I don't think there is enough information on possible effects to the flood plain.

There is also no information on the effect a massive new motorway and junction 23 will have on inhabitants of Magor, will it be more dangerous, how will we cope with a motorway plus the existing new road that goes down to Llanwern.

#### **Q7. Health Impact Assessment**

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

Again not enough information on how the inhabitants of Magor and Undy will be affected (also those inhabitants of the southern Newport/Duffryn area)

#### **Q8. Equality Impact Assessment**

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

The assessment clearly states that a new motorway will really only benefit people with cars. To benefit everyone equally, an integrated transport system should be encouraged, with more railway stations opened along the mainline route and an integrated bus service (all reasonably priced).

The idea that people could walk/cycle along the existing M4 is ridiculous. It would be unpleasant and dangerous. In fact a much pleasanter cycle and walking route already exists along the gwent levels (soon to be decimated by a new motorway if you have your way).

#### **Q9. Additional comments**

Please provide any additional comments here.

I don't think that this plan will benefit the people of Newport and the surrounding areas (eg Magor/Duffryn) at all. More for the benefit of people passing through.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am against this plan as it will impact upon areas of countryside and regions of nature protection areas that are vulnerable and important for wildlife. Embarking on this large scale project will be damaging to the natural environment across a wide area. The principal reason I travel to Wales is to enjoy its beautiful nature and wild landscapes, so if this project goes ahead it will be a sad loss of more pristine wild habitat. Please don't let Wales go the way of England in squandering and destroying its natural beauty and wildlife in favour of development and urbanisation - once its gone it can't be brought back!!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - it will promote additional car use.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - it will promote additional car use.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - it will promote additional car use.

**Q9. Additional comments**

Please provide any additional comments here.

I think that we need a more balanced transport policy . I'm sure that the money saved from not implementing this could promote sustainable transport and rail.

Organisation: Friends of the Newport  
Ship

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The following comments apply to equally to the black, red and purple routes. Your problem 17 points out that the existing transport network acts as a constraint to economic growth and adversely impacts the current economy, whilst your goal 14 is to provide easier access to local key services and residential and commercial centres. A new motorway may help solve problem 17 and achieve goal 14 for Cardiff and places west, but risks making matters much worse for Newport unless there is a junction (near the river Usk?) with direct access into Newport. Without it, Newport will be bypassed completely, with the centre 8 miles from the nearest motorway junction rather than the current 1 mile. It will become much harder to entice visitors and businesses into Newport, which will undermine the efforts to regenerate the city. Accordingly, if the new motorway goes ahead, we regard the provision of an intermediate junction between Magor and Castleton as essential. For the same reason, we do not believe the existing M4 should be downgraded from motorway status.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See comments at question 1. We do not think it appropriate for us to comment on the relative merits of the various options.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See comments at question 1. We do not think it appropriate for us to comment on the relative merits of the various options.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comments.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We do not think it appropriate for us to comment on this.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We do not think it appropriate for us to comment on this.

**Q7. Health Impact Assessment**

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

We do not think it appropriate for us to comment on this.

**Q8. Equality Impact Assessment**

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

We do not think it appropriate for us to comment on this.

**Q9. Additional comments**

Please provide any additional comments here.

No further comments.

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I completely object to this proposal firstly for the simple reason that I believe it is not necessary. The congestion is partly caused by many people using the tunnels rather than using alternative routes that are already available and even then the congestion is no where near as bad as it once was. Secondly, and most importantly it is going to destroy the unique habitat of the Gwent Levels through segregating up the land and causing a lethal barrier to the species living there. In particular the Otter and Water vole, both of which are protected species. We already have too much road-kill on our roads and this is going to add to that with more important species that rabbits and deer being destroyed!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, as before I wholeheartedly object to this route and the others. It is destroying a nationally important habitat and could lead to a decline in very important species such as the charismatic Otter and Water Vole.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As before, I object to this route through the Gwent Levels due to the devastation it will cause to the sensitive habitat and all the species utilising it.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this scenario is the best option as the improvement to the road network already proposed will aid in congestion by improving the severn tunnel junction and junction 23a - which is just before the junction cited as the problem area. if 23a is sorted then this will reduce the amount of congestion before junction 24 is reached. Most importantly it will avoid adverse loss of wildlife!

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The mitigation looks good on paper but it fails to take into account that 60ha of gwent levels habitat is going to be destroyed causing devastation to the species living there and that this habitat is unable to be replaced 'in kind'. Protected species may well be re-located such as the otter and water vole but it must not be forgotten that these animals are territorial and so may not be able to find suitable new territory in another area. if a water vole is released within another voles territory then it is likely that one of them will perish.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It is clear that from this assessment lots of species are going to be negatively affected by this development and so it should not go ahead as it is not necessary and the damage to them will be in vain

#### ***Q7. Health Impact Assessment***

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

There has been much research into the benefit of the natural environment on health and much research on the negatives of roads/emissions etc on health. As I see it you are taking away something good for people's health and wellbeing and replacing it with something bad.

#### ***Q9. Additional comments***

Please provide any additional comments here.

I think you should seriously consider the alternatives. Go with the 'do minimum' approach and then work some of the below into making congestion better - improve public transport (for instance where I live in Monmouth it is awful so driving this route is often the best option at the moment) - it would be great to have more buses and even a station if that was a possibility in the future. Other improvements could be an upgrade to the A48/Southern Distributor Road, The proposed SE wales Metro and basically just ploughing the £1billion into these worthwhile projects instead.

Organisation:

Postcode: cf62

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute daily to work in bristol and am frequently frustrated about the congestion around junction 24 and the Brynglas Tunnels, which can frequently increase my journey time by up to 50%. I beleive that this is a huge constraint with regard to future economic growth in Wales in the modern world.

My opinion is that a 3 lane motorway, as straight as possible is required to decrease journey times, ease the current congestion problems and support the economic growth of Wales into the future. As such my preference would be for the black route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A dual carriageway would help relieve the current congestion along the current M4 corridor, but would not adequately support future economic growth of Wales and the increasing volumes of traffic that would accompany it.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the building of a new road in any format through the Gwent Levels further reducing the bio diversity of the area.

**Q9. Additional comments**

Please provide any additional comments here.

Instead of churning up our green spaces even more I would wish to see the huge amount of money involved used to improve the public transport systems to encourage less reliance on cars for shorter, local journeys in particular. Out-of-town shopping has been a disaster in this regard.. the vast majority of people SHOULD be able to get to their workplace pleasantly, conveniently and affordably on public transport. As should children getting to school - bringing back 'conductors' on some services would be very helpful in regard to feeling safe and secure.

Some countries seem to be able to achieve this much better than Wales currently does. Reliable, clean all-day services on buses and trains at very favourable cost.

The recently re-opened railway line from Ebbw Vale to Cardiff has been a great success although increasing above inflation price rises could undo all the good work achieved.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My concerns focus on the negative effect building the Black Route around Newport will have on wildlife and plants on the Gwent Levels. The Gwent Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife, including five Special Sites of Scientific Interest.

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

From articles that I have read in the local press, it would also seem the cost of the new motorway would be astronomical - over £1billion. I believe more sustainable and cheaper alternatives could be implemented sooner rather than later.

I don't think building the Black Route will address the problems around Newport, and believe the Welsh Government should look at more sustainable solutions and work with the environment and not against it.

I hope you will take my concerns on board.

Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black route as it will have huge environmental impacts, will cost around £1 Billion, will damage several SSSI's and will require a massive new bridge over the Usk. It will destroy the peace and quiet of much of the Gwent Levels which are unique areas.

Clearly there is congestion on the M4 around Newport at certain times, but much of this is created by local traffic, which could be readily transferred onto public transport and to walking and cycling. More stations could be created on the main railway line, the Ebbw vale line could be linked to Newport, a station could be provided at Caerleon. Walking and cycling routes in Newport are particularly poor. Unbelievably, there is no pedestrian route from Malpas into the city centre under the M4 motorway, other than a circuitous route along the canal.

There are no practical East - West cycle routes into and through Newport other than along the very busy B 4237 (Cardiff Rd) and the A48 (Southern Distributor Rd) No wonder there are low levels of walking and cycling in Newport and high vehicle useage. Decent connected routes could be put in place at far less cost than the Black route.

Your consultation takes no account of the work the government has already commissioned on proposals for a South Wales Metro creating more rail links and many more stations, the electrification of the South Wales main line railway and the government's own Active Travel Bill which requires local authorities to create linked cycle and walking routes.

This consultation is completely flawed in only looking at very narrow solutions to the problem and is probably in breach of the Welsh Government's own Sustainability policies. It needs to take account of all the current studies into transport, and consider all options for integrated transport.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red route as it will have huge environmental impacts, will cost around £1 Billion, will damage several SSSI's and will require a massive new bridge over the Usk. It will destroy the peace and quiet of much of the Gwent Levels which are unique areas.

Clearly there is congestion on the M4 around Newport at certain times, but much of this is created by local traffic, which could be readily transferred onto public transport and to walking and cycling. More stations could be created on the main railway line, the Ebbw vale line could be linked to Newport, a station could be provided at Caerleon. Walking and cycling routes in Newport are particularly poor. Unbelievably, there is no pedestrian route from Malpas into the city centre under the M4 motorway, other than a circuitous route along the canal.

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This consultation is completely flawed in only looking at very narrow solutions to the problem and is probably in breach of the Welsh Government's own Sustainability policies. It needs to take account of all the current studies into transport, and consider all options for integrated transport.

## **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple route as it will have huge environmental impacts, will cost around £1 Billion, will damage several SSSI's and will require a massive new bridge over the Usk. It will destroy the peace and quiet of much of the Gwent Levels which are unique areas.

Clearly there is congestion on the M4 around Newport at certain times, but much of this is created by local traffic, which could be readily transferred onto public transport and to walking and cycling. More stations could be created on the main railway line, the Ebbw vale line could be linked to Newport, a station could be provided at Caerleon. Walking and cycling routes in Newport are particularly poor. Unbelievably, there is no pedestrian route from Malpas into the city centre under the M4 motorway, other than a circuitous route along the canal.

There are no practical East - West cycle routes into and through Newport other than along the very busy B 4237 (Cardiff Rd) and the A48 (Southern Distributor Rd) No wonder there are low levels of walking and cycling in Newport and high vehicle usage. Decent connected routes could be put in place at far less cost than the Purple route.

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This consultation is completely flawed in only looking at very narrow solutions to the problem and is probably in breach of the Welsh Government's own Sustainability policies. It needs to take account of all the current studies into transport, and consider all options for integrated transport.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe the 'Do minimum scenario' will be adequate unless it includes major public transport improvements as proposed by the South Wales Metro, and major improvements to walking and cycling infrastructure. I don't believe these are included.

Clearly there is congestion on the M4 around Newport at certain times, but much of this is created by local traffic, which could be readily transferred onto public transport and to walking and cycling. More stations could be created on the main railway line, the Ebbw vale line could be linked to Newport, a station could be provided at Caerleon. Walking and cycling routes in Newport are particularly poor. Unbelievably, there is no pedestrian route from Malpas into the city centre under the M4 motorway, other than a circuitous route along the canal.

There are no practical East - West cycle routes into and through Newport other than along the very busy B 4237 (Cardiff Rd) and the A48 (Southern Distributor Rd) No wonder there are low levels of walking and cycling in Newport and high vehicle usage. Decent connected routes could be put in place at far less cost than the Purple route.

Your consultation takes no account of the work the government has already commissioned on proposals for a South Wales Metro creating more rail links and many more stations, the electrification of the South Wales main line railway and the government's own Active Travel Bill which requires local authorities to create linked cycle and walking routes.

This consultation is completely flawed in only looking at very narrow solutions to the problem and is probably in breach of the Welsh Government's own Sustainability policies. It needs to take account of all the current studies into transport, and consider all options for integrated transport.

#### **Q9. Additional comments**

Please provide any additional comments here.

This consultation is completely flawed in only looking at very narrow solutions to the problem and is probably in breach of the Welsh Government's own Sustainability policies. It needs to take account of all the current studies into transport, and consider all options for integrated transport.

The consultation takes no account of the potential Metro public transport network proposed for South Wales. In addition it does not take account of the electrification of the London- Swansea main line railway, or the Sewta Rail strategy which proposes over 20 new stations across South Wales. These proposals will take traffic from the off the M4 and other roads and therefore should be taken into account in considering a solution to traffic congestion.

The consultation document forecasts an increase in traffic of 20% over the period to 2035. However flows on the M4 north of Newport have remained relatively level over the period 2006 -2013 and there are many factors which suggest that car usage will not go on growing - eg economic downturn, rise in fuel costs compared with the costs of rail travel, less use of company cars with free fuel, investment in public transport.

This consultation considers 3 options (Black, Purple and Red) for new roads estimated to cost between £830 m and £936 million at 2011 prices and the "do nothing" option. Another option which is not being considered here is the "Blue option" which comprises upgrade of the Steelworks Rd, and upgrade of the Newport SDR and the existing A48 from Newport to Junction 28. This is based on the "Option C" which was previously being considered by Welsh Government. The cost of this Blue Option is estimated at £380 million

This Blue option has far less impact on the SSSIs, does not require a new bridge over the Usk, will be quicker to construct and costs roughly 1/3 of the cost of the options favoured by the government.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would not like to see the black route proceed. Its effect on the environment will be irreversible and I do not think the volume issue on the M4 (I am a daily user J23 to J28) merits this level of environmental destruction. When the M4 has been closed it is awful for us all to use alternative routes but this is so rare. Please do not proceed with constructing more roads and motorways - the devastation will never be reversed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as my response to the black route. I do not wish to see any further road construction. The new route through Llanwern offers more movability around Newport and the ongoing benefits of this new route have yet to be assessed surely.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As earlier answers. To Do Minimum option needs further investigation. We need to see the benefits of the recent additions to the road network around Newport

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This my preferred option. In carrying out the work to the J23 intersection all the trees and hedgerows have been removed making the area look clinical and urban. This is a rural area and has no need for all this construction and environmental destruction. I too experience the frustrations of the M4 being closed or gridlocked but I still do not consider this enough to justify the level of urbanisation and destruction that these proposals will bring.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The issues outlined here are still not enough to warrant the route proposals. Congestion is not a barrier to economic growth. There are many routes through and to both Newport and Cardiff what people are really saying is they want the most direct and quickest routes to maximise their profit margins at whatever cost to the environment. In my view this is not acceptable.

**Q9. Additional comments**

Please provide any additional comments here.

The economic conditions should not be the driver of such proposals. We are in recessionary times. By the time these proposals have come to fruition the UK will have caught up with other countries in terms of working patterns and options. The economic benefits will never outweigh the economic cost of these proposals.

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am 100% in support of any proposals which divert traffic away from the M4 around Newport. It's incredibly frustrating to drive there, especially during rush hour, and particularly around the Brynglas tunnels. I believe the diversion will fix this.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My least preferred option. I don't believe a dual carriageway is sufficient for the amount of traffic. People will try to stay on the original motorway rather than use this diversion. (and I'd imagine sat navs would advise people to 'stay on the motorway' rather than divert to a dual carriageway.)

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Happy with this, but as a 2nd option (behind black, and ahead of red).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

'Do minimum' is not an option.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed scheme will not solve the problems and will probably cost more than £1.25 billion. We need to link public transport. You cannot get to a station easily from Magor and if you take the car the car park is often full. Start encouraging the use of public transport by fully integrating it. We need carefully sited park and ride with only a nominal charge. We need these linked to Severn Tunnel and Newport and Cardiff centres. In addition, we need a station at Magor.

The proposed new M4 is not a sustainable option as it will cause damage to the environment. We should be bold and put forward a pioneering transport system, make it so much easier and cheaper to use public transport that no one wants to take the car! £1.25 billion will solve the problem this way and preserve the countryside for generations to come.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

All route suggestions are flawed if the premise of additional spend is deemed necessary by the analysis of transport activity; the consultation document lays the 'blame' of stagnant traffic flows on the M4 since 2005 on the global economic downturn. However, road transport may have peaked; UK statistics (<https://www.gov.uk/government/publications/road-traffic-estimates-in-great-britain-2012>) show that 2007 was 'peak' for road use.

My suggestion would be to heavily invest in public transport to continue to encourage transport off the road network, as well as making serious attempts to encourage bicycle transport for local journeys via the provision of separate, high-quality bicycle routes. Finally, an integration of transport types which are suitable for bikes would also support people who would prefer alternatives to road transport.

Organisation:

Postcode: SA18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The existing M4 Motorway through the Newport is invariably congested every time I drive along this section when travelling to and from the London area. It therefore gives visitors a very poor reflection on the state of Welsh Roads as this is the main arterial road into South Wales. Whilst there is always a sense of pride that venues in Cardiff are used for high profile events, the ridiculous time taken to travel the 20 or so miles west of the Severn Bridge must leave visitors to Wales with a very unpleasant memory and must make them think again about ever returning. Similar experiences apply to holidaymakers to South Wales. Extensive queues are experienced regularly on Friday nights and Saturday mornings in the summer along this section of the M4. Hence these delays must have a very detrimental effect on the Welsh economy.

The Welsh Government must now prioritise this new M4 highway scheme above all others. The route chosen must be of high quality and capable of being extended further at the appropriate time. (similar to the M25 around London). I therefore recommend that the Black route should be adopted as this gives the best sustainable solution. The relative cost is fairly immaterial as failure to provide the best solution in the near future will ensure that the Wales' economy suffers greatly for many decades to come, whilst the rest of the UK flourishes. Where would London be now if the M25 had not been constructed. I therefore urge the Welsh Government to act positively for the sake of our future generations and proceed with the Black Route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is far inferior to the Black Route and therefore should be discarded now

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similarly the Purple Route is also inferior to both the Red and Black Routes and should be discarded now.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do-Minimum Scenario would achieve very little despite some considerable cost. It should be abandoned now.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A very comprehensive document. Whilst it shows some negative impacts, the Black Route is no worse overall than any of the others. If either the Red or Purple routes were chosen they would only be short term measures. It is best to construct the best route now for to maintain the prosperity of Wales. Most of the identified impacts can be satisfactorily mitigated, as shown by the Cardiff barage scheme etc.. Nothing in the document suggests that the Black Route should not be constructed, so please proceed as soon as possible.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again all items can be mitigated, so please proceed with the Black Route

#### **Q7. Health Impact Assessment**

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

Most aspects are positive, so please proceed with te Black Route.

#### **Q8. Equality Impact Assessment**

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

Again the Black Route is no worse than the others, so please proceed with it.

#### **Q9. Additional comments**

Please provide any additional comments here.

I am a Chartered Highway Engineer and I can therefore understand the procedures followed and the documents which make up this consultation. However, I fear that very few other participants will have read most of the attachments as they are too technical. Sadly, therefore they may not have responded to any or all the questions, which is a shame. One simplified summary document may have been better with links to the others as Appendices - this may be worth considering in future.

In conclusion, sadly we are no further forward in building a Relief M4 through the Newport area than we were 10-15 years ago. The argument has virtualaly gone full-circle, following some fairly poor to average alternatives that have been circulated in the past few years. As already mentioned, this is the main transport arterial link into South Wales, so delaying the construction of a new Relief M4 cannot wait any longer as traffic figures and the associated congestion is still increasing every year.

Please therefore proceed as soon as possible with the best route - the Black Route. Wales cannot afford to wait any longer!!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route appears to provide a good alternative, the only concern is what affect could this have on the Port of Newport. This has been addressed by the red and purple but not metioned with resepect to the black route.

The M4 around newport, provides no consistent time for journeys. I would expect that this would alliviate the backlog of traffic travelling around newport providing a clear run. Providing that appropriate merging of motorways can take place. Otherwise the back log and strain will be placed on he junctions.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While the red route would provide a reasonable stop gap solution, it is unlikely to be utilised in a manner which will significantly reduce tailbacks.

I also have a concern regarding the impact to residents and future developments.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route raises serious questions regarding the impact of residents and future residential developments in the area. Also what would be the extent of added time when completed as well as extra cost in developing this non direct route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will provide a environment where increasingly the transport from Wales to England and associated economy suffers.

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Excellent. Looks like it just skirts the existing built up area with minimum impact on the Gwent levels. Get it built.! NOW!

I'm considering moving back to England if the bottleneck remains.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We need 3 lanes a conventional road would be inadequate.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This looks as good as the red route I have no preference

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not acceptable, not fit for purpose

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It has to be done the negative effects of not doing it are unacceptable.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Not qualified to comment. Get it built!

**Q7. Health Impact Assessment**

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

My health will be much improved by eliminating congestion at Tredegar park

**Q8. Equality Impact Assessment**

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

I haven't got a clue how you can have an equality assessment for a road.

I would feel discriminated against if it is not built.

When I had Urological problems I felt discrimiated against because the congestion restricted my mobility.

**Q9. Additional comments**

Please provide any additional comments here.

Build it NOW.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will not avoid the current route problems

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is not the best option

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the only route that will by pass all the current bottlenecks

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will not address the problems

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Sometimes one has to accept progress

**Q7. Health Impact Assessment**

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

The more southerly route should improve the situation

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not approve of this route. I do not like it cutting through St Brides SSSI. The Gwent levels are beautiful and this route would create unwanted visual and noise pollution on the levels. I don't want the sound of roaring cars in the background as I take a relaxing walk along the seawall. If I can't prevent this route being chosen then I'd like an effective noise baffle constructed such as big trees planted along it where it passes across the levels West of Newport. I walk along the seawall at St Brides a few times a week. You have no idea how miserable the thought of a motorway passing close to it makes me feel!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't want this motorway at all but if it is going to be built I'd prefer this route to the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't want this motorway built at all but if it is going to be built I'd prefer the purple route to the red route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' is my preferred option. Building more roads is NOT a solution to traffic problems. It never has been. Getting us out of our cars is the solution to traffic problems by preventing us from living miles away from our work and the services we need by not building roads. And not building roads would also prevent us from producing goods miles away from where they are consumed. If you build more roads you facilitate more people travelling greater distances to access work, services and leisure, and you facilitate more goods being transported greater distances - that's how it works!!!! and you know it. A proposed new motorway is madness and there is nothing sustainable about it. It's a bad piece of planning. It makes a nonsense of any notions of moving towards a more sustainable way of living.

**Q9. Additional comments**

Please provide any additional comments here.

I think the present motorway is fine if the speed limit is reduced to make it safer where it winds through Newport. The variable speed limit idea/facility enables this to happen. However, I'd prefer a permanent reduced speed limit on this section of the motorway rather than variable as I think this would be safer. A reduced speed option on the existing motorway makes the motorway safer without increasing the volume of traffic unduly. If this new motorway is built it will facilitate a lot more people travelling greater distances to work, services and leisure by car e.g. Chepstow to Cardiff where they don't at present.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Though regular users of the M4 around Newport we strongly oppose the proposed new motorway. In fact we believe it would be a travesty to build this road as well as unnecessary.

Our primary concern regards the very special environment that would be gravely damaged by slicing a major road through the Gwent Levels. We are keen bird-watchers and are very concerned for the preservation of this very special habitat. We frequently go to Newport Wetlands, Goldcliff and other areas of wetlands where we frequently find birds that were once common in Wales but have become rare, especially dependent, as they are, on the "reens" (drainage channels cut in the reed-beds). The building of the road would cut the Gwent Levels in half and so in addition to the loss of hundreds of hectares of this precious habitat it would cause immense damage to species dependent on it who would no longer be able to move from one part to another – according to their habit. This bisecting would also impede the flow of water throughout the levels, which could lead to over-draining in some parts and over-flooding in others, as well as build-up of pollutants in some areas.

Although our primary focus is birdlife, we know full well that similar damage would be wreaked on many rare mammals (such as water voles), insects, plants and other biodiversity. All this damage would be irreversible.

We understand the proposed route would cut through no less than 8.5km of Sites of Special Scientific Interest (over 5 SSIs). It is the government's international duty to protect these specially designated and vulnerable habitats. We emphasize "international" responsibility because the new road would cut into the Caldicot levels which form part of the Ramsar Site of the Severn Estuary area, hence building the road might be in contravention of the Ramsar Convention, either directly or indirectly (following from the inevitable development of the area brought in its wake).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We favour neither the red, black or other route, since all take the same course through the sensitive wildlife area of the Gwent levels. Our preferred alternative would be simply to upgrade the existing Southern Distributor road (A48) and its extension to Magor. This would be much the most cost effective as well as appropriate option.

We understand the budget for building the new road would exceed £1 billion. Considering the acute needs for investment in housing, health, education and other priorities, this would represent a shameful waste of resources. We have travelled so many times on the existing M4 around Newport, at all times of day, and the delays are very slight compared with delays routinely found on other stretches of motorway elsewhere in the country. Even the Consultation Document's traffic figures show that the M4 traffic volume has been essentially static since 2001 and has even fallen slightly since 2007. It then, paradoxically, projects a steeply rising usage of the M4 from now on, ignoring the fact that usage has been stable for the last 15+ years and employers are increasingly shifting to more flexible working-hours and home-working modes. Hence the claim that we will see "severe operational problems" by 2020 does not seem to be warranted, although dialogue with business leaders and others about strategies for expanding the time-line for commuting would certainly be warranted and might be a more effective way of reducing traffic jams than building this new road, which would certainly be surplus to requirement for most of the day. The consultation paper points out that for two hours in the average week (in May) traffic speeds fell below 40mph; this is hardly the argument for a £ billion investment!

The Newport traffic pattern is not unique. "The Economist" magazine of Nov. 2 carries an article showing that, nationally, travel by road has actually declined since 2007.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As argued above, my wife and I would agree that steps to reduce congestion are warranted, but we suggest these should be:

- a) upgrading the Southern Distributor road (A48) and its extension to Magor
- b) developing a proactive programme to encourage employers to offer more flexible working hours and tele-commuting options, to reduce traffic volumes at peak time; tax or rate incentives could be offered to encourage this. This would be highly cost effective, compared with building a new stretch of motorway to tackle the problem that seems to be a slowing of traffic speeds below 40mph for about 2 hours in an average week!

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This, and the companion Habitat Report are shameful documents. In 300+ pages each they get into very little detail of the environmental and wildlife issues. While there is some discussion of lesser horseshoe bats (which I am sure would be able to adjust to the presence of the new road) there is no discussion of the road's impact on important avian life.

The Habitat report wrongly states that "At present there is not a large scale use of the Gwent Levels by bird species from the Severn Estuary EMS. The majority of the Gwent Levels is not suitable for wading birds due to being enclosed with well-established hedgerows." RSPB will be able to inform decision-makers about the vulnerable birds that would be negatively impacted; true, not all of these are wading birds - but there is no reason that concern should be restricted to these.

The Habitat report goes on to say "it is known that in some areas aggregations of species have been found on the levels. There is the potential that the use of the levels could increase however this would be likely to only occur if there were significant changes in land use such as the conversion to arable farming." This is completely wrong and short-sighted. Aggregation of birds in the area is changing for other reasons. For example, Little Egrets were once rare, but now are quite common, and even Great Egrets have been recorded.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

my response to the previous question addressed this issue. I repeat here:

This, and the companion Habitat Report are shameful documents. In 300+ pages each they get into very little detail of the environmental and wildlife issues. While there is some discussion of lesser horseshoe bats (which I am sure would be able to adjust to the presence of the new road) there is no discussion of the road's impact on important avian life.

The Habitat report wrongly states that "At present there is not a large scale use of the Gwent Levels by bird species from the Severn Estuary EMS. The majority of the Gwent Levels is not suitable for wading birds due to being enclosed with well-established hedgerows." RSPB will be able to inform decision-makers about the vulnerable birds that would be negatively impacted; true, not all of these are wading birds - but there is no reason that concern should be restricted to these.

The Habitat report goes on to say "it is known that in some areas aggregations of species have been found on the levels. There is the potential that the use of the levels could increase however this would be likely to only occur if there were significant changes in land use such as the conversion to arable farming." This is completely wrong and short-sighted. Aggregation of birds in the area is changing for other reasons. For example, Little Egrets were once rare, but now are quite common, and even Great Egrets have been recorded.

**Q7. Health Impact Assessment**

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

no comment

**Q8. Equality Impact Assessment**

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

no comment

**Q9. Additional comments**

Please provide any additional comments here.

In summary, my wife and I are convinced that there is no business case for this expensive project, which would cause immense damage to the very special habitat of the Gwent Levels – which should be treasured, not squandered in this way. We strongly urge that all the above conservation factors, as well as consultation with the Ramsar Convention authorities, should be included in a detailed Environmental Impact Assessment and revised Habitats report prior to any decision on this project.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object. I believe this scheme will cause unacceptable environmental damage to the Gwent Levels SSSIs and the hydrologically connected Severn Estuary SAC/SPA/RAMSAR . I fail to understand why the principle of 'avoid, mitigate, compensate' has not been applied here. There appears to be no route option avoiding the Gwent Levels. Mitigation should only be applied where there is no reasonable alternative and as development of the southern distributor road would avoid land take on the Gwent Levels I do not accept that this applies in this case.

I also believe that more road space will not reduce congestion but encourage more road use at a time when investment should be focused on developing more sustainable forms of transport and infrastructure.

I second NRW's (formerly CCW) disappointment that biodiversity does not feature among the goals of the scheme, and believe this shows an astonishing disregard for the environment.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object. I believe this scheme will cause unacceptable environmental damage to the Gwent Levels SSSIs and the hydrologically connected Severn Estuary SAC/SPA/RAMSAR . I fail to understand why the principle of 'avoid, mitigate, compensate' has not been applied here. There appears to be no route option avoiding the Gwent Levels. Mitigation should only be applied where there is no reasonable alternative and as development of the southern distributor road would avoid land take on the Gwent Levels I do not accept that this applies in this case.

I also believe that more road space will not reduce congestion but encourage more road use at a time when investment should be focused on developing more sustainable forms of transport and infrastructure.

I second NRW's (formerly CCW) disappointment that biodiversity does not feature among the goals of the scheme, and believe this shows an astonishing disregard for the environment.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object. I believe this scheme will cause unacceptable environmental damage to the Gwent Levels SSSIs and the hydrologically connected Severn Estuary SAC/SPA/RAMSAR . I fail to understand why the principle of 'avoid, mitigate, compensate' has not been applied here. There appears to be no route option avoiding the Gwent Levels. Mitigation should only be applied where there is no reasonable alternative and as development of the southern distributor road would avoid land take on the Gwent Levels I do not accept that this applies in this case.

I also believe that more road space will not reduce congestion but encourage more road use at a time when investment should be focused on developing more sustainable forms of transport and infrastructure.

I second NRW's (formerly CCW) disappointment that biodiversity does not feature among the goals of the scheme, and believe this shows an astonishing disregard for the environment.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I accept that transport infrastructure around Newport requires updating. However, I do not believe that this should be prioritised over the protection of biodiversity. I believe that this money would be better spent on developing more sustainable modes of transport and infrastructure.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I disagree with the assessment of impact on biodiversity as 'minor negative' and that any reens affected can merely be replaced with no net biodiversity loss. This is an ancient habitat which has taken many years to develop its important botanical and invertebrate assemblages, the value of replacement reens would not be equal to those destroyed for some time and thus I believe this is not an appropriate mitigation measure and avoidance should be favoured.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I disagree with the HRA's assertion that wintering bird populations associated with the Severn estuary SAC do not use the Gwent Levels and would like the survey work behind this assumption to be made public. I have personally observed large flocks of lapwing and gulls using the farmland of the levels and thus believe that the conclusion that the scheme will have no impact on this feature of the SAC is flawed.

I also do not believe that fragmentation of habitats can be mitigated for by the creation of bridges etc. Creation of a new road will essentially cut off land to the north and I believe this area should be factored into the land-take calculation and assessed accordingly.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the proposals and believe other options should be considered including:

- Public transport improvements
  
- Improved rail services and additional stations
  
- An upgrade of the A48/Southern Distributor Road
  
- The south east Wales Metro

Organisation:

Postcode: CF36

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I was appalled to hear about the plans to build a new motorway south of Newport, in South Wales. There are five large Wildlife sites that would be demolished if this plan were to go ahead. This is unacceptable. Too many natural habitats are disappearing at an alarming rate.

It is not as if this road is really needed & the cost, ?? 1.2 billion of tax payers money is absolutely despicable.

Please do all in your power to STOP these plans.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that it is necessary to spend a huge amount of money on yet another road, when there are already a number of routes available i.e. current M4, A48 and Llanwerns Queensway which is now open to the public. Also available are the country roads and railway. Having travelled on the M4 to Newport at many different times of the day and night I rarely encounter any problems. I am totally against any M4 Relief road no matter what route it takes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that it is necessary to spend a huge amount of money on yet another road, when there are already a number of routes available i.e. current M4, A48 and Llanwerns Queensway which is now open to the public. Also available are the country roads and railway. Having travelled on the M4 to Newport at many different times of the day and night I rarely encounter any problems. I am totally against any M4 Relief road no matter what route it takes.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that it is necessary to spend a huge amount of money on yet another road, when there are already a number of routes available i.e. current M4, A48 and Llanwerns Queensway which is now open to the public. Also available are the country roads and railway. Having travelled on the M4 to Newport at many different times of the day and night I rarely encounter any problems. I am totally against any M4 Relief road no matter what route it takes.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that it is necessary to spend a huge amount of money on yet another road, when there are already a number of routes available i.e. current M4, A48 and Llanwerns Queensway which is now open to the public. Also available are the country roads and railway. Having travelled on the M4 to Newport at many different times of the day and night I rarely encounter any problems. I am totally against any M4 Relief road no matter what route it takes.

Organisation:

Postcode: CF10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am strongly in favour of a Black Route , as the fastest and safest route for drivers.

Instead of 3 lanes , I believe it should carry 4 lanes in each direction, as does the widened M1 around Nottingham, which I find is a pleasure to drive along , and must be extremely safe .

The current M4 Motorway between Magor and Castleton,as you say, does not meet modern motorway design standards due to two-lane sections, an intermittent hard shoulder and frequent junctions ... I can add to "with incidents frequently causing delays. " from my own personal experience of being rear end shunted at 9 pm in January 2011 on the St Julians Hill section , near J 24 to J25. This was due to a blind brow of a hill, immediately followed by a sharp bend left and downhill gradient going westwards .

As there are 7 junctions from Magor J23 to Castleton J29, the road is very difficult to drive through, even in my Turbo VW engine car and the short trip from Cardiff to Severn Bridge is a real chore Local traffic should be kept well away, and no junctions need to be provided for local and Newport traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think this is a solution as local traffic will mix with long distance and cause more jams

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think this is a solution as local traffic will mix with long distance and cause more jams

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think this is a solution. Local Traffic will become heavy throughout the day and cause more jams

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No Comments

**Q7. Health Impact Assessment**

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

No Comments

**Q8. Equality Impact Assessment**

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

No Comments

**Q9. Additional comments**

Please provide any additional comments here.

To summarise, I am strongly in favour of a Black Route , as the fastest and safest route for drivers. Instead of 3 lanes , I believe it should carry 4 lanes in each direction, as does the widened M1 around Nottingham, which I find is a pleasure to drive along , and must be extremely safe .

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route is totally unnecessary for the one or two times a year that the M4 really clogs up. Instead, consideration should be given to the maintenance and enhancement of the new route through Llanwern steelworks. The need for revised transport logistics does not justify the adverse environmental impact such a route would have. The M48 / B4245 link is a good idea though: people in Caldicot should have a designated junction and this would also open up the possibility of developing Severn Tunnel Junction into a regional transport hub.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route is totally unnecessary for the one or two times a year that the M4 really clogs up. Instead, consideration should be given to the maintenance and enhancement of the new route through Llanwern steelworks. The need for revised transport logistics does not justify the adverse environmental impact such a route would have. The M48 / B4245 link is a good idea though: people in Caldicot should have a designated junction and this would also open up the possibility of developing Severn Tunnel Junction into a regional transport hub.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed route is totally unnecessary for the one or two times a year that the M4 really clogs up. Instead, consideration should be given to the maintenance and enhancement of the new route through Llanwern steelworks. The need for revised transport logistics does not justify the adverse environmental impact such a route would have. The M48 / B4245 link is a good idea though: people in Caldicot should have a designated junction and this would also open up the possibility of developing Severn Tunnel Junction into a regional transport hub.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think this is the answer as clearly something needs to be done! - I also don't think the answer is anything as drastic as a brand-new road though. Instead, consideration should be given to the maintenance and enhancement of the new route through Llanwern steelworks. The M48 / B4245 link is a good idea: people in Caldicot should have a designated junction and this would also open up the possibility of developing Severn Tunnel Junction into a regional transport hub.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The plan is far too long, even taking into consideration the fact that over two-thirds is taken up by tables and appendices. There should be an executive summary-style section and / or a shorter document for this purpose; most people will be put off at the outset when opening a 347-page PDF! The level of detail is obviously admirable, but the whole thing could perhaps be an annex to something more succinct.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Similar comments to the Environmental document: The item is far too long, even taking into consideration the fact that over two-thirds is taken up by tables and appendices. There should be an executive summary-style section and / or a shorter document for this purpose; most people will be put off at the outset when opening a 333-page PDF! The level of detail is obviously admirable, but the whole thing could perhaps be an annex to something more succinct.

#### ***Q7. Health Impact Assessment***

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

There's a lot of good detail in here but you have to dig deep to get to it! - I would have preferred to see a short document summarising the key points with all the background and technical details shoved into annexes.

#### ***Q8. Equality Impact Assessment***

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

Once again... there's a lot of good detail in here but you have to dig deep to get to it! - I would have preferred to see a short document summarising the key points with all the background and technical details shoved into annexes.

#### ***Q9. Additional comments***

Please provide any additional comments here.

There are hundreds of pages for the public to wade through here: some are repetitive and might have been left out. Most people will not bother to read the majority of these pages whilst others may adopt a somewhat sceptical approach and wonder precisely what's being hidden amongst all the technical detail and endless tables. It'd be an unenviable task but there might usefully be a 5-6 page summary document of the whole lot: a series of executive summaries if you like.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal on environmental and economic grounds. These grounds have been detailed in my answer to Q 9.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal on environmental and economic grounds. These grounds have been detailed in my answer to Q 9.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal on environmental and economic grounds. These grounds have been detailed in my answer to Q 9.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the current highway layout can fulfil likely future needs, but the poor design of the SDR (Southern Distributor Road (A48)) needs correcting in order to accomplish this. Also the new road through the steel works, between Jnct 23A and Spytty Road, needs to be properly linked into the SDR.

I believe that the existing road system is capable of handling the predicted traffic flows, once appalling design defects have been corrected. These will generally involve the removal of traffic restrictions like roundabouts and traffic lights on the dual carriageways, with the provision of alternative means for local traffic to cross them. (The creation of steel fly-overs as a permanent monumental steel sculptures to the city's industrial heritage!!)

The new steel works road should be seamlessly connected to the SDR by a junction at Spytty Road. Some industrial/commercial re-location might be necessary to facilitate this. As with the SDR, roundabouts and traffic lights should be removed from the new steel works road and alternative provision made for the 3 industrial users for whom these are currently provided. Design of the new housing estate on the steelworks should take into account the possibility of the steelworks road being up-graded to carry more traffic.

To "future-proof" the traffic carrying capacity of this road system it is essential that planning controls ensure that sufficient space is left adjacent to both highways to allow the addition of extra lanes if necessary. Both could be made into 3 lane highways with relatively little effect on existing properties.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I do not believe that the assessment has accurately determined the level of ecological damage that the black, red and purple routes could present to the ecological integrity of the SSSIs through which the roads pass. The effect of size reduction on the SSSI's has been too simplistically analysed and the increased risk of pollution from a new road under-estimated.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

#### **Q7. Health Impact Assessment**

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

I do not feel that the effect of prevailing winds on transferring noise and aerial pollutants has been fully considered in this assessment. ALL the proposals subject to this consultation will increase noise and pollution levels to Newport residents.

#### **Q8. Equality Impact Assessment**

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

I think that this issue is irrelevant to this proposal.

#### **Q9. Additional comments**

Please provide any additional comments here.

The proposals for consultation have obviously ignored one potential route; the newly-opened dual carriage way through the steelworks. This omission suggests sinister manipulation. Excluding this option, nor explaining its omission, should disqualify this consultation process. ALL the feasible options should be available for consideration.

If new road provision is needed to supplement the SDR, then why isn't the option of using the newly opened steel works road included? Inter alia, the costs must be astronomically smaller than of building a new highway across farmland. Importing millions of cubic metres of quarried fill to build new routes over undisturbed farmland seems staggeringly stupid, when an existing roads already exist. It would also avoid the permanent destruction of part of the Whitson and Nash SSSIs and the environmental risk to the remaining SSSIs from the closer proximity of vehicular pollution to their watercourses.

If a 3 lane highway was needed from Jnct 23A to the south of Newport, then widening the existing two-lane steelwork road to 3 lanes should, by any assessment, be the most economic option. The steelworks road is already laid on inert fill, with a similar solid road foundation already around it. If, for some reason, extra fill should be required, since the road is already on reclaimed industrial land, there is no reason not to use the industrial waste already available (in vast quantities) on site. Should more land be needed to expand the existing highway boundary, now or in the future, the land adjacent is largely vacant and capable of supporting a highway with minimal civil engineering requirement or costs.

What is behind the exclusion of this option?

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is unacceptable. Not only does it directly threaten several \*protected\* SSSIs, it is an entirely unnecessary waste of taxpayer's money and will simply ensure that business bypasses Newport. Your consultation document notes that traffic levels have remained static, then introduces an \*entirely unsupported and spurious\* prediction that traffic levels will rise drastically in the next few years, despite ongoing economic recession. I live on the A48 west of J24 Coldra and frequently use the existing bypass road that runs north of the old steelworks site - these are the sections of road that currently 'take the strain' when the M4 is congested, and neither of them frequently operates at capacity. Congestion occurs further into town because of poor road layout, constant roadworks and an apparent reluctance to widen a key section of road outside the Royal Gwent Hospital, despite the fact that this could save lives and is the most obvious bottleneck in town. Many in Newport are talking about this road plan and many are questioning not only the need for it, but the motives behind it - and neither your consultation document nor your unnecessarily-complex and confusing consultation website (which would be seen as deliberate 'confusion marketing' in the private sector) do anything to allay those concerns.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is unacceptable, for all the same reasons that the Black Route is unacceptable - please see my lengthy response to that.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is unacceptable, for all the same reasons that the Black Route is unacceptable - again, please see my lengthy response to that.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given that your predictions of increased congestion are unsubstantiated in the consultation document, and that your analysis of the problem seems deeply flawed, the Do Minimum scenario is the best of your proposed plans. However, I would add 'widen the Royal Gwent Hospital bottleneck road' (which does, after all, have another road running immediately alongside it), 'promote e-commuting', 'subsidise public transport' and the provision of cycle/walking friendly infrastructures.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Table 24 appears to summarise much of this assessment and whilst it oversimplifies extremely, it still shows significant bias. Notably the 'Do Minimum' (DM) option gets a -1 for Climate Change Adaption \*only\* because considering this option was "outside the scope of the SEA." This should therefore be a 0 score.

Similarly, the DM option's -1 score for Greenhouse Gas Reduction is predicated on the 32% traffic increase that, as previously noted, is unsubstantiated. Meanwhile, the other schemes do not take into account the huge carbon cost of constructing a significant length of new road and yet (again, unlike the DM option) are considered over a long enough timescale to take credit for engine efficiency improvements, which are not actually part of this plan. So, the DM option's Greenhouse Gas Reduction score should be 0, whilst the others should get -1.

This bias is repeated for the Air Quality assessments - and made worse, as the 'significant' improvement in air quality is implied (by the simplified scoring scheme) to be sufficient to negate the \*massively\* negative effects of these schemes on Material Assets and Cultural Heritage. On normalising Air Quality scores to the rest of the table, the DM option scores 0, whilst the other schemes should score only +1 (or 0 for the Red Route).

Finally for now, the DM scenario gets -1 for Population effects based on the unsubstantiated predictions, whilst the other plans get +1 because the 'severance' effect on Newport itself of another road that bypasses Wales' gateway city - and its businesses - has been completely ignored. In this case, all four of these scores should all be 0.

Eliminating just those horrendous biases (as the most obvious ones), the DM scenario scores -3 with \*no\* '-2, significantly bad' effects, whilst the Black, Red and Purple routes all have \*two\* -2 scores each, scoring a total of -5, -7 and -5 respectively.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The HRA appears to confirm that Habitat impacts would be significantly greater for all the schemes than for the Do Minimum scenario - but then says that these impacts 'could' be mitigated. 'Could' is a very vague and uncertain word. Far more certain is that the Do Minimum scenario wouldn't even need most of these mitigation measures - and it seems to be easily forgotten that 'mitigation' means "making something less bad." It is \*always\* better not to plan to do bad things in the first place.

### **Q7. Health Impact Assessment**

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

I've said enough, for now. I may revisit this section later.

### **Q8. Equality Impact Assessment**

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

I've said enough, for now. I may revisit this section later.

### **Q9. Additional comments**

Please provide any additional comments here.

I've said enough, for now. I may revisit this section later.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route option would obviously help the traffic delays along this problematic section of the M4, BUT and it's a big BUT I don't believe this is the best option, either economically or for the environment. I OBJECT IN THE STRONGEST POSSIBLE TERMS TO THE BLACK ROUTE OPTION.

I am convinced that upgrading the Southern Distributor Road and Steelworks Road and providing a new link to the 23A junction of the M4 would be a far better use of the money - traffic problems would be alleviated and the habitats of the Gwent Levels would be safeguarded.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have the same answer here as for the black route - the Red Route option would also, to an extent, obviously help the traffic delays along this problematic section of the M4, BUT I don't believe this is the best option, either economically or for the environment. I OBJECT IN THE STRONGEST POSSIBLE TERMS TO THE RED ROUTE OPTION.

I am convinced that upgrading the Southern Distributor Road and Steelworks Road and providing a new link to the 23A junction of the M4 would be a far better use of the money - traffic problems would be alleviated and the habitats of the Gwent Levels would be safeguarded.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, it is repetitive, but I have the same answer here as for the black route and the red route - the Purple Route option would also, to an extent, obviously help the traffic delays along this problematic section of the M4, BUT I don't believe this is the best option, either economically or for the environment. I OBJECT IN THE STRONGEST POSSIBLE TERMS TO THE PURPLE ROUTE OPTION.

I am convinced that upgrading the Southern Distributor Road and Steelworks Road and providing a new link to the 23A junction of the M4 would be a far better use of the money - traffic problems would be alleviated and the habitats of the Gwent Levels would be safeguarded.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As I have already stated three times in previous answers:

I am convinced that upgrading the Southern Distributor Road and Steelworks Road and providing a new link to the 23A junction of the M4 would be a far better use of the money - traffic problems would be alleviated and the habitats of the Gwent Levels would be safeguarded.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the draft plan on the grounds that the routes will damage the Gwent Levels, an area that I know and love, the nationally important wildlife, and the landscape forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the draft plan on the grounds that the routes will damage the Gwent Levels, an area that I know and love, the nationally important wildlife, and the landscape forever.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the draft plan on the grounds that the routes will damage the Gwent Levels, an area that I know and love, the nationally important wildlife, and the landscape forever.

**Q9. Additional comments**

Please provide any additional comments here.

I support the alternatives e.g.:

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- I believe there better things that £1 billion can be spent on in Wales

The consultation leaflet that I received through the post was completely biased propaganda that did not attempt to explain the pro's and cons in a reasoned way. I think this project is best summed up by Mr Cameron's comment recently reported in the press "just get rid of all this green shit." The "green shit" is there for a reason and it's a disgrace to humanity that we continue to destroy our wildlife rich places in favour of economic growth.

Organisation:

Postcode: Np18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I commute on the m4 daily from Caerleon to Cardiff. I fully support the new road.

Please build the relief road as soon as possible the black route looks the quickest but if there is a route that also preserves the wetlands then that's better for wildlife and residents. I personally don't really mind which route just please build it ASAP!

The misery I endure on the m4 is awful, it's so congested and it's scary. I see crashes often and I hate it. A recovery lorry went into the back of my own car recently. This new motorway would significantly change my life for the better as less traffic would use the existing M4 which I would continue to use once converted to a trunk road. All I want to do is get to work & earn a living not be constantly scared of crashes whilst stuck on a slow congested motorway for hours a day.

It would be a good use of the Severn bridge Toll money in my opinion.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that this option should take place given the significant affect upon Biodiversity and the Environment.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that this option should take place given the significant affect upon Biodiversity and the Environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that this option should take place given the significant affect upon Biodiversity and the Environment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I approve of improvements being made to the existing road network.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

It is too expensive, destroys large areas of valuable SSSIs and is unnecessary. Upgrading the Southern Distributor Road will provide sufficient, more valuable capacity at a fraction of the cost and a fraction of the environmental damage

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

It is too expensive, destroys large tracts of valuable SSSIs and is unnecessary. Upgrading the Southern Distributor Road would provide sufficient and more valuable capacity at a fraction of the cost, in a fraction of the time and destroy a fraction of valuable landscape

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

It is too expensive, destroys large tracts of valuable SSSIs and is unnecessary. Upgrading the Southern Distributor Road would incur a fraction of the cost, cause a fraction of the damage and provide sufficient and more valuable capacity. It could be completed in a fraction of the time.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has been unrealistically assessed because it does not take into account planned improvements in public transport or completion of the Heads of the Valleys duelling programme, which will divert large volumes of traffic away from the M4.

I suspect this omission is deliberate to artificially boost the case for the other proposals.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Mitigation proposals for adverse effects on biodiversity are pie in the sky. The work will inevitably take place at the convenience of the contractors regardless of any words about being sensitive.

It's impossible to mitigate disturbing wildlife. Once habitats have been destroyed it is unrealistic to expect species to obligingly remove themselves to an artificially created alternative place. It is highly likely that anywhere suitable is already occupied. Many of these habitats have been created over thousands of years and expecting to replace them is naive.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The consultation needs to concentrate on the specific areas where real habitat damage will be caused not get distracted by considering irrelevant areas.

There will be great damage if any of the proposed routes are carried out. Attention should be given to the fact that upgrading of the Southern Distributor Road would have much less impact on valuable habitats. In particular it would not need another bridge.

### **Q9. Additional comments**

Please provide any additional comments here.

This project is a vanity project, aimed at producing a big impact for politicians.

The cost is horrendous. Making out that money is available for this project but not available for less eye-catching but more useful projects is dishonest.

Comments and judgements are skewed to produce arguments in favour of the proposed routes - they are all as bad as each other.

Figures for road use are speculative and do not appear to take into account potential reduction of traffic volumes resulting from other schemes such as improved rail links and the Heads of the Valleys duelling project.

It is shameful that the upgrading of the Southern Distributor Road has not been examined as a viable option. It was included in the original consultation, why has it been dropped?

There are good grounds for concluding that this option would provide the extra capacity required, providing more useful access. It could be completed more quickly and at a fraction of the cost. It would cause much less environmental damage and would not require a new bridge across an environmentally and culturally precious river landscape.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

Support alternative options e.g.

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south east Wales Metro

Organisation:

Postcode: CF15

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is excessive in scale, cost and overall detrimental impact. There is no justification in the extortionate cost of this proposal when other options built around upgrading the existing road network exist.

I object to this option primarily on cost ground, but also in terms of detrimental ecological and landscape effect.

Impacting on several SSI areas in a habitat type which is almost impossible to mitigate is unacceptable.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

**Q7. Health Impact Assessment**

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

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

**Q8. Equality Impact Assessment**

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

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

**Q9. Additional comments**

Please provide any additional comments here.

This is a flawed consultation which fails to take account of the most effective options - as identified by the Institute for Welsh Affairs.

Organisation:

Postcode: BL6

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this option. Degrading the ecological value of the Gwent Levels is not an option that can be considered.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this option. Degrading the ecological value of the Gwent Levels is not an option that can be considered.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this option. Degrading the ecological value of the Gwent Levels is not an option that can be considered.

**Q9. Additional comments**

Please provide any additional comments here.

I strongly object in principle to this proposal and all of the proposed options. Quality of life does not depend on increasing consumption fed by a growing economy in the outmoded sense of the 20th century. We need some creative thinkers for the 21st century - people with environmental intelligence who recognises that fiscal economies are nothing more than thin veneers on the ecology of this planet. Sadly we are led by people who have neither the knowledge, intelligence or courage change the way we do things. Proposals for schemes like this are so out of step with the reality of the degraded environment around us that they do little more than polarise opinions - backward thinkers on one side and people who look forward to a future where we work with our environment on the other. If this proposal weren't so dangerous, it would be laughable.

Organisation:

Postcode: CF23

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It's going to be so detrimental to the wetlands, a major feature and tourist draw if Newport. It won't solve anything just make the route longer and more complex, not to mention the detrimental effect to businesses and routes whilst it is being built.

The existing roads should just be widened especially the tunnels.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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The existing roads should just be widened especially the tunnels.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It's going to be so detrimental to the wetlands, a major feature and tourist draw if Newport. It won't solve anything just make the route longer and more complex, not to mention the detrimental effect to businesses and routes whilst it is being built.

The existing roads should just be widened especially the tunnels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route - and I am unimpressed by this questionnaire which asks me to choose between three wholly unacceptable options, all of which are deeply at odds with the principles of sustainable development, something that should be of fundamental importance to the WAG. I object to this waste of money because it will be socially and environmentally damaging and I believe that the economic benefits it brings are likely to be limited and available disproportionately to the rich and their mobile capital. It will not serve the poor. It will suck up what could be used for investment elsewhere, be it in more sustainable and equitably available transport options, environmental improvements which would also provide social and economic benefits. Banks and construction companies will benefit. And at what cost - it will cause local noise and air pollution in areas which are presently tranquil, whilst directly destroying wildlife habitat by covering it with culverts and concrete, with further impacts due to habitat fragmentation, wildlife road deaths (particularly affecting vulnerable species like otters and barn owls) and likely pollution affecting the reed system and its plant life and aquatic invertebrates. The Gwent Levels merits international designation as a wetland of global importance under the Ramsar Convention, such is its wildlife value as Wales' largest and most important wetland for wetland invertebrates.

How much will this relieve traffic congestion around Newport? I suspect precious little - invest in roads and we shall get more cars. Invest in transport alternatives, and we are more likely to have people use alternatives. I note in the consultation document that it says there are no satisfactory public transport alternatives - there's your clue to a solution - please invest in meeting the public transport deficiencies identified. We can spend heavily on a second motorway and end up with heavy traffic on both roads, as well environmental and social damage.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route - and I am unimpressed by this questionnaire which asks me to choose between three wholly unacceptable options, all of which are deeply at odds with the principles of sustainable development, something that should be of fundamental importance to the WAG. I object to this waste of money because this route (like the other two favoured) will cause serious environmental and social damage, and I believe that the economic benefits it brings are likely to be limited and available disproportionately to the rich with their mobile capital. It will not serve the poor. It will suck up what could be used for investment elsewhere, be it in more sustainable and equitably available transport options, environmental improvements which would also provide social and economic benefits. Banks and construction companies will benefit. And at what cost - it will cause local noise and air pollution in areas which are presently tranquil, whilst directly destroying wildlife habitat by covering it with culverts and concrete, with further impacts due to habitat fragmentation, wildlife road deaths (particularly affecting vulnerable species like otters and barn owls) and likely pollution affecting the reed system and its plant life and aquatic invertebrates. The Gwent Levels merits international designation as a wetland of global importance under the Ramsar Convention, such is its wildlife value as Wales' largest and most important wetland for wetland invertebrates. How much will this relieve traffic congestion around Newport? I suspect precious little - invest in roads and we shall get more cars. Invest in transport alternatives, and we are more likely to have people use alternatives. We can spend heavily on a second motorway and end up with heavy traffic on both roads, as well environmental and social damage.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route - and I am unimpressed by this questionnaire which asks me to choose between three wholly unacceptable options, all of which are deeply at odds with the principles of sustainable development, something that should be of fundamental importance to the WAG. I object to this waste of money due to the environmental and social damage it will cause, whilst I believe that the economic benefits it brings are likely to be limited and available disproportionately to the rich with their mobile capital. It will not serve the poor. It will suck up what could be used for investment elsewhere, be it in more sustainable and equitably available transport options, environmental improvements which would also provide social and economic benefits. Banks and construction companies will benefit. And at what cost - it will cause local noise and air pollution in areas which are presently tranquil, whilst directly destroying wildlife habitat by covering it with culverts and concrete, with further impacts due to habitat fragmentation, wildlife road deaths (particularly affecting vulnerable species like otters and barn owls) and likely pollution affecting the reed system and its plant life and aquatic invertebrates. The Gwent Levels merits international designation as a wetland of global importance under the Ramsar Convention, such is its wildlife value as Wales' largest and most important wetland for wetland invertebrates.

How much will this relieve traffic congestion around Newport? I suspect precious little - invest in roads and we shall get more cars. Invest in transport alternatives, and we are more likely to have people use alternatives. We can spend heavily on a second motorway and end up with heavy traffic on both roads, as well environmental and social damage.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe there is much more that can be done to deal with transport issues around Newport than is indicated in the 'do minimum scenario'. I think the modelling is suspect. Furthermore, I suspect that a lot of the problems that the second M4 are meant to alleviate will still occur around the existing M4 - it will still be noisy & polluted (you are not anticipating grassing it over, are you - it will surely still be a major trunk road, which will continue to be well-used, quite possibly to capacity as at present). See my answer to the last question for where I feel the most sustainable answers lie.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I've not read it. I would think that the SEA should recognise that impacts on a major SSSI are significantly detrimental, whilst recognising that road-building will provide road capacity for traffic increases which may not happen otherwise - hence the road-building would increase SE Wales' contribution to climate change gas emission levels (beyond just the emissions of the "heavy" economic activity represented by the construction itself).

The SEA should consider other options other than road-building. Does it? Does it look at how the need for travel could be influenced by regional planning? Does it consider how dependence on the private car and roads could be reduced for the majority? Does it consider access to essential services for those without access to roads? Does it look at alternative ways in which travel could be facilitated, such as improved public transport? Does it look at how traffic could be managed on the existing M4, say by lowering the maximum speed to 50, with cameras to regulate this, with variable speed limits to lower speed when high volumes of traffic require this to give continued but constant and safe flow? That would give the consistent travel times sought, and less stop-start and more efficient car travel? Are there other existing roads that could be used more when "resilience" is required - what about the dual carriageways around Newport, including the one built with all the roundabouts on it a few years ago, and indeed the industrial dual carriageway which is very under-used at present which goes along most of the margins of the Llanwern steelworks site?

I am not a transport consultant. I suspect you think that this is evident by my comments, some of which might be naive. However, what I've seen of these consultation documents suggest that no alternative to a new M4 is being offered. I hope the SEA is different, but I fear not.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I can't comment on this.

I would say that the Gwent Levels series of SSSIs meets the criteria for designation as a Ramsar Site under the Ramsar Convention. I feel that the running of the road routes through this SSSI should be assessed as if it was a Ramsar Site.

I don't know if this would be through the HRA, or another statutory impact appraisal framework.

### **Q7. Health Impact Assessment**

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

I've not read this, so can't comment on it.

I can understand that there are health impacts along the existing M4, from air pollution, and perhaps noise too. Does the HIA recognise that this will continue to be a heavily-used major road, with substantial vehicle-emissions, with or without a new M4?

What about the health impacts from the new M4 and the areas it will go through? Is that properly assessed?

### **Q8. Equality Impact Assessment**

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

I've not read this, so can't comment. However, does the EqIA recognise that the 9-figure investment in a new M4 represent investment that will not be open to those who don't have a private car? Investment in roads rather than subsidised public transport is discriminatory against the very poor, and/or those unable to drive for whatever reason, be that age or ability. Can WAG justify such a large investment in this development which would be damaging in so many different ways whilst serving to increase the gap in opportunity between the disadvantaged and the majority?

### **Q9. Additional comments**

Please provide any additional comments here.

A great deal could be achieved by traffic management on the existing M4, to provide steady slower flow, and alternatives - open to all, regardless of physical/mental ability or wealth - for those who need to travel to and from Newport or Cardiff. New public transport routes, increased public transport frequency, new public transport infrastructure, subsidising of fares.

Furthermore, more could be made of the existing road network around Newport and Llanwern steelworks to provide an increase in resilience of the transport system. The SDR has potential to deal with increased capacity, with the additional river crossing this utilises. The steelworks represent an opportunity too.

If WAG can afford c£1billion, surely it can find a mix of measures which will be win-win-win as far as sustainable development goes, providing economic activity which will narrow rather than potentially increase wealth gaps, reduce Wales' contribution to global warming, provide healthier, happier communities and maintain nationally and internationally important wildlife-rich landscapes.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed motorway because of the damage it will cause to the environment of such an important area, in particular the Gwent levels

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

ditto

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

ditto

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't

**Q9. Additional comments**

Please provide any additional comments here.

Improve the rail system & public transport

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route would be my preferred option, but it should be a toll motorway financed privately. The existing M4 does not need to be downgraded to a trunk road. It needs to have an actively variable speed limit depending on the current volume of traffic. It provides then a free alternative to the toll motorway.

Generally, if there is an accident or incident, the police and emergency services need to be much quicker dealing with it and clearing the road. They should take photographs and video as evidence at the accident site and then clear everything away immediately, rather than closing the motorway for hours or even days and inconveniencing countless people.

If for political reasons a £1.2 billion toll motorway is not deemed to be an option, then you should build the £350 million alternative through the old steelworks site. (Not given as an option here.)

**Q9. Additional comments**

Please provide any additional comments here.

If the new road is to be built, it should not be financed with borrowed money from The Treasury. The UK public debt is already at an astronomically high level of more than £1.3 trillion pounds. The country cannot afford to go even more into debt. The road could be funded by private capital, and then tolls charged - as in France for example. It could be part of the Severn Bridge toll network. You take a ticket at Avonmouth and you pay when you leave the network depending on how far you travel on the péage motorway. Please get realistic and do this. It is stupid to borrow, borrow, borrow. Severn Bridge tolls should also be imposed in the opposite direction so that you do not get heavy goods vehicles travelling through the Forest of Dean and Monmouth to avoid the tolls. Just charge for lorries if you like, as in Germany, as it is lorries that do all the damage to the roads.

Organisation:

Postcode: CF64

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the Black Route will enhance considerably the experience of using the M4 between the Severn Bridge and the West of Wales and all hubs within the South Wales area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that a dual carriageway will solve the long term capacity requirements of the M4 in South Wales and therefore should not be considered

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that a route further from the Duffryn would be a more suitable solution and therefore should not be considered

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Considering the existing situation this solution will not address any of the long term aspirations for South Wales and should not be considered

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the Black Route provides the best solution and achieves the goals for this corridor.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whilst providing an alternative route to the existing M4, being designed to dual 2 standard will not future proof the scheme and is therefore not sustainable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A reasonable route but will not deliver the same benefits as the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would appear that these interventions are required as part of the complementary measure and therefore will not achieve the goals of the M4 Corridor.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I believe that with careful planning, consultation and design the environmental issues can be mitigated and even improved.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

NA

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Should the Black Roaute be built then the air/noise quality along the existing M4 corridor will have a significant improvement for local residents.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
NA

**Q9. Additional comments**

Please provide any additional comments here.

I would like to register my support for the M4 Black Route as offering the best solution and achieveing the goals for the M4 corridor around Newport. This in turn will help grow the economy and ensure a sustainable future for Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe it is a good option and should definitely be put forward for construction.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I prefer the directness of the Black route but any bypass of the tunnels blackspot is a good thing.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No preference over the red route but one option should still be chosen to avoid the current pinch point

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Existing and planned measures will not alleviate the pinch point on the motorway. A new 'bypass route' is required to alleviate traffic volumes which are only going to increase in the future.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

no comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

no comment

**Q7. Health Impact Assessment**

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

no comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comment

**Q9. Additional comments**

Please provide any additional comments here.

An alternative route past Newport is a necessity to reduce the travel & wait times around the Newport/Brynglass tunnels area.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having previously spent 7 years commuting to Bristol I fully believe there is a need for a new M4 relief road. It is over due.

The existing M4 around Newport was never built as a motorway and as such suffers from significant congestion (notably westbound) at peak times. Whilst the variable speed limit has helped to smooth traffic flow and reduce congestion a longer term more permanent solution is required, if the Welsh economy is to be strong in the future.

Construction of the road would provide significant employment in Wales, where I would urge any procurement exercise to ask that applicants source employment from within Wales ie keeping the Welsh pound in Wales. Training opportunities for young people would be significant and provide life long high value skills in construction and engineering.

Safeguarding the environment over the proposed route will be essential and involvement of specialists will be key.

Payment through the use of SSC tolls would appear to be strong source of funds to repay the debt of construction.

Overall it must proceed.

Thank you.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to these routes as they will have a damaging impact on the Gwent Levels that I know. I have spent nearly all my life on these areas and have learnt a lot from the wildlife there which I feel is of great importance for both now and the future. First of all the roads, then the roundabouts, the lighting and everything that goes with it and the levels will be lost forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this as once again as I feel it will have a devastating effect on the existing wildlife and area in general with there being even more road kill than there is already. This is a truly beautiful area and one which should be protected from more roads/motorways. I believe the future is through other forms of transport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this as I have previously said that it will have a devastating effect on the Gwent Levels which has been registered as a landscape of Outstanding Historic Interest and is one of the largest surviving areas of ancient grazing marshes. I believe the route to cause irreversible damage to these Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

Certain times of the day there is less traffic and I believe that even more flexible working should be available which would reduce the traffic flow considerably.

Improved rail services should be put in place with more stations or halts as I believe rail travel is the way forward.

There is still room for public transport improvements.

I believe that there are better things that money could be spent on.

By upgrading certain roads would be beneficial ie A48/Southern Distributor Road.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion, this proposal will not address the problems surrounding the traffic flow on the M4 in South Wales. More roads breeds more cars and this island of ours already has 1 car for every 2 persons living in mainland Britain. There is only one solution to stem the increase in traffic and that is to toll the M4 and use the proceeds to improve the public transport system in the area. I work in Llandaff in Cardiff using the M4 on a daily basis which takes me 25 minutes to get to work. By using a combination of car trains and bus it would take over 2 hours. Public transport in Magor is disjointed and does not link to the commutable areas of work. Furthermore, this proposal would mean Magor would become nigh on impossible to live in and get out of. Therefore for residents and commuters alike this is proposal is madness. To build any further roads in any of the cases will lead to more traffic in the future-the M25 being a classic example.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route seem to address most of the issues by allowing the existing M4 to be redesignated as dual carriageway and taking most traffic onto the proposed new routes. It's the shortest and straightest of the alternative routes and seems to create no problems which are significantly greater than red or purple so it's my preferred option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This looks like a measure to reduce traffic on the existing M4 without creating a genuine and better option for most through traffic. If you're going to build a new road, then take the opportunity to build a motorway standard one that will substantially replace the existing M4 rather than just taking a bit of traffic away from it.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route seems better than the red as it would provide a new preferred route from East to West and allow the existing M4 to be reclassified and developed in a new way. On balance there seems klittle to chose between red and black, but for the central portion of the route where they diverge, the black route is straighter than red and a little further from Duffryn so I regard the red route as substantially better than purple but a little less good than black.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Looks a bad option. All the traffic problems on the M4 are likely to get worse with closures at Bryn Glas or elsewhere causing ever worse jams and delays. Any widening of the existing route would also lead to even more closures and delays while the work is carried out.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Much depends on the detail of the links at Magor and Castleton plus the mitigation measures for the wetlands. I'm not convinced that any of the four options is, overall, substantially better or worse than the rest.

**Q9. Additional comments**

Please provide any additional comments here.

Something really does need to be done or the existing M4 route problems will get ever worse. If you're going to do something then do a proper job and create a whole new motorway rather than a dual carriageway as a half-way measure.

Organisation: Wildlife & Countryside  
Services

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Putting a motorway across multiple SSSIs with the inherent damage due to construction, plus issues with run-off and upsetting the ecological and hydrological balance of these important habitats should not be permitted when there are other alternative routes.

For far too long the general policy seems to have been 'put the road through the most biodiverse areas' and it's time this attitude to the few important wildlife areas we have left was changed.

Stop thinking of SSSIs, SACs, Ancient Woodland and other natural sites as unimportant and with no value, and start treating them like the irreplaceable and important sites that their designations show they are.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Putting a motorway across multiple SSSIs with the inherent damage due to construction, plus issues with run-off and upsetting the ecological and hydrological balance of these important habitats should not be permitted when there are other alternative routes.

For far too long the general policy seems to have been 'put the road through the most biodiverse areas' and it's time this attitude to the few important wildlife areas we have left was changed.

Stop thinking of SSSIs, SACs, Ancient Woodland and other natural sites as unimportant and with no value, and start treating them like the irreplaceable and important sites that their designations show they are.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Putting a motorway across multiple SSSIs with the inherent damage due to construction, plus issues with run-off and upsetting the ecological and hydrological balance of these important habitats should not be permitted when there are other alternative routes.

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#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

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#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

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Organisation:

Postcode: CF10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I've lived in Cardiff for over 11 years, have worked in the area including Cardiff, Newport and Bristol for 7 years and have been travelling past Newport for over 30 years to see family. The M4 around Newport is just not up to the job anymore.

From a personal point of view sitting in long tailbacks every week is a waste of my precious time that I could be spending with my family and doing things I want to do. In addition the emissions associated with long tailbacks cannot be good for anyone's health.

From a professional point of view the regular tailbacks restrict our ability to do business in certain areas and affect the ability of our suppliers to meet our needs. During the recent tunnel fire our business and our suppliers businesses ground to a halt with men and materials unable to travel.

I firmly believe that a new road would alleviate pressure on the existing M4 for those travelling into Newport and the surrounding areas with the new M4 providing a quick and easy bypass for those travelling on to Cardiff or towards Bristol.

While I have no preference on the route I whole heartedly support a new road that bypasses Newport.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is not acceptable for the people or businesses of Wales. The M4 is operating at or beyond capacity and cannot cope with current traffic flows let alone any growth. I have heard that some suggest traffic has peaked and will not grow any further, I would suggest this peak is because the current state of the M4 is stifling economic growth in Wales.

Failure to develop a relief road would show that the Welsh Government and economy is not interested in further development and trade with the rest of the UK

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA appears comprehensive. Negative aspects are outweighed by the benefits when considered as a whole.

Organisation:

Postcode: CF14

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

For me, any route that cuts through any of the SSSI's of the Gwent levels is absolutely disgusting, and it makes a mockery of all site-based nature conservation legislation. I do not believe enough has been done in regards to work on prospective sustainable transport options, and to cut through an area of such rich habitat is morally reprehensible. There are other ways and means of addressing congestions problems, and I do not believe enough has been done to explore those options, or prospects of less damaging road routes.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

For me, any route that cuts through any of the SSSI's of the Gwent levels is absolutely disgusting, and it makes a mockery of all site-based nature conservation legislation. I do not believe enough has been done in regards to work on prospective sustainable transport options, and to cut through an area of such rich habitat is morally reprehensible. There are other ways and means of addressing congestions problems, and I do not believe enough has been done to explore those options, or prospects of less damaging road routes.

***Q4. Do minimum scenario***

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Organisation:

Postcode: sa10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This project is desperately needed! With the number of road users increasing year on year the problems around Newport can only worsen. The new road is essential to the prosperity of South Wales with many companies hesitant to invest in the region due to the poor existing infrastructure (including the company I work for who have resorted to increasing our rail usage and are even considering the use of boats to avoid having to resort to road haulage)  
GET IT BUILT!

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route. The black route is a huge waste of money. Traffic levels are static and the blue route upgraded is perfectly adequate. The blue route also causes less damage to the environment. Newport would be bypassed by businesses who might otherwise invest. The massive cost of the scheme is money that should be spent elsewhere in the infrastructure. If we invested this level of money in the railways we would have an excellent system of public transport. The extra carbon coming from new motorways will exacerbate climate change. In conclusion the black route would be a disaster for Newport, Wales and of the world for the reasons given above.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route. The purple route is a huge waste of money. Traffic levels are static and the blue route upgraded is perfectly adequate. The blue route also causes less damage to the environment. Newport would be bypassed by businesses who might otherwise invest. The massive cost of the scheme is money that should be spent elsewhere in the infrastructure. If we invested this level of money in the railways we would have an excellent system of public transport. The extra carbon coming from new motorways will exacerbate climate change. In conclusion the purple route would be a disaster for Newport, Wales and of the world for the reasons given above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is critical that the blue route is used. It is far cheaper and is adequate for our needs. This should follow the example of medicine- the correct dose is the minimum dose that works and therefore has the least side effects. so we need the minimum change that is going to work. The routes across the levels (red, black and purple) are ruining an internationally important environment, unnecessarily and at great cost, and I object to them. Please WAKE UP! If you go ahead with this you are going to blow all of our money and ruin our environment, and all this unnecessarily with the blue route alternative.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It is obvious an internationally important area will be trashed if the black, purple or red routes go ahead.

**Q9. Additional comments**

Please provide any additional comments here.

I object strongly to red, purple and black routes.. For some reason (not just David Cameron working you by remote I hope, or that you are desperate to try out our new borrowing powers), you seem hellbent on blowing a huge amount of money that could be better spent on other infrastructure and the wider economy. Please use the adequate and much cheaper blue route. The black, red and purple routes will cause terrible environmental damage, directly to the levels and indirectly by increasing our carbon emissions. This will also put us all in debt for years. Please come to your senses for all of our sakes.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a daily user of the M4 around Newport on my daily commute from Caerleon to Filton, the current daily traffic congestion is intolerable and the capacity of the current M4 is clearly insufficient for the amount of traffic using it, so I am in favour of a new route that increases the capacity. This route should provide acceptable relief to the congestion.

Great care should be taken in designing the junctions to the existing M4 to avoid, or at least minimise crossing traffic, which is a significant hazard at the M4/M5 junction at Aztec West.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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Great care should be taken in designing the junctions to the existing M4 to avoid, or at least minimise crossing traffic, which is a significant hazard at the M4/M5 junction at Aztec West.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a daily user of the M4 around Newport on my daily commute from Caerleon to Filton, the current daily traffic congestion is intolerable and the capacity of the current M4 is clearly insufficient for the amount of traffic using it, so I am in favour of a new route that increases the capacity. This route should provide acceptable relief to the congestion.

Great care should be taken in designing the junctions to the existing M4 to avoid, or at least minimise crossing traffic, which is a significant hazard at the M4/M5 junction at Aztec West.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a daily user of the M4 around Newport on my daily commute from Caerleon to Filton, the current daily traffic congestion is intolerable and the capacity of the current M4 is clearly insufficient for the amount of traffic using it. In my opinion, "Do minimum" would provide marginal improvement to the current problems, but is inferior to the black, red or purple routes.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments

**Q8. Equality Impact Assessment**

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

No comments

**Q9. Additional comments**

Please provide any additional comments here.

No comments

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am disappointed; it appears to be a rehash of the last plan as the route appears to be very similar and that turned out to be too expensive and difficult.

The plan talks about various amenity benefits; as there are no junctions in this new section the only benefit is for through traffic not for Newport or Cwmbran.

There is no identification of the volume of through traffic verses 'local traffic' that would have to continue to use the current road. As a road user we all know the issues with the Brynglas Tunnels and also knowing modelling limitations, I doubt that the macro traffic models used can predict the current micro traffic issues both on the motorway and the local roads. As such will we actually see any real benefit on the current M4 in the future (which is what is implied) or will it just stay as it currently is with the new road providing extra capacity for people bypass Cwmbran and Newport.

With no additional junctions for Newport local access for business investment does not exist but instead is pushed further West; this is not good for the local economy.

If long term capacity only requires two lanes (see red route) why is a 3 lane motorway being proposed and why is this value for money?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What a waste of time; you are proposing to phase its building thus not actually sorting the problem out till when?

If long term capacity only requires two lanes why is this not proposed as a reasonable alternate to a 3 lane motorway. 50% less road surface (3 lanes +hard shoulder verses 2 lane dual carriageway) would be a large saving!

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The plan talks about various amenity benefits; as there are no junctions in this new section the only benefit is for through traffic not for Newport or Cwmbran.

There is no identification of the volume of through traffic verses 'local traffic' that would have to continue to use the current road. As a road user we all know the issues with the Brynglas Tunnels and also knowing modelling limitations, I doubt that the macro traffic models used can predict the current micro traffic issues both on the motorway and the local roads. As such will we actually see any real benefit on the current M4 in the future (which is what is implied) or will it just stay as it currently is with the new road providing extra capacity for people bypass Cwmbran and Newport.

With no additional junctions for Newport local access for business investment does not exist but instead is pushed further West; this is not good for the local economy.

If long term capacity only requires two lanes (see red and purple routes) why is a 3 lane motorway being proposed and why is this value for money?

This potential offers an opportunity for a Junction with the A48 at the Dock Way landfill site; however as identified this is close to current housing but would also allow better diversion of traffic.

It appears longer and thus is most likely more expensive.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Has the VSL scheme actually reduced the number of accidents or is it actually the situation that the traffic is so bad and slow moving accidents are not occurring as frequently? Also the accident reduction could be due the vast drop in traffic volume due to the VSL works that has been identified.

Technically this is not a do minimum scenario, it is a do nothing scenario as nothing further is planned for congestion relief on the M4 or its feeder roads around Newport despite the plan showing large proposed residential developments around J24.

Do nothing and do minimum are not an option but it is one that the Welsh Assembly to date has always taken. Does the Assembly have the commitment, money and resources to drive forward any of the proposed routes in one construction programme?

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

wrt "2.3 Aims for the M4 Corridor around Newport

The aims of the Welsh Government for the M4 Corridor around Newport are to:

1. Make it easier and safer for people to access their homes, workplaces and services by walking, cycling, public transport or road." People are not allowed to walk or cycle on motorways. Around Newport the proposal does not have any access to Newport other than to bypass it. Thus this aim is clearly not met.

It goes on to state "3. ... and to making Wales more resilient to the effects of climate change." It is generally accepted that climate change will cause sea levels to rise and thus it is likely that the water levels in the wetland will rise and you are proposing to build a new road here!?

2.4 clause 7 states "Improved safety on the M4 Corridor between Magor and Castleton". A new high speed road will have higher speed accidents and thus the potential for an increased in serious injuries and as no improvements are proposed for the existing M4 with less traffic on it again the traffic speed will increase with known accident consequences. Converting it to an A road will likely cause an increase on fatalities and with the consequential road closures for police investigation will make access from Cwmbran even worse than it currently is.

Do you really expect people will walk three miles if you provide walking friendly infrastructure? We have become like the Americans and get in our cars; this is a waste of my taxpayer money.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

"Professional judgement was used in the carrying out of this work where professional guidance was not available, and in the interpretation of results." Whose professional guidance and judgements were used and why are they considered to be competent to make such judgements?

Table 5: Qualifying Features of European Sites. No mention is made of local bats or other protected species in the general Gwent levels area where the proposed route goes.

### **Q7. Health Impact Assessment**

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

The following is claimed as a benefit. "Although there is no direct link between journey time saving and health, a new motorway would improve the driver experience and reduce driver stress." I disagree, my journey in the morning from Cwmbran to Cardiff will not differ in accessing J26 which is a lane gain, hopefully there will be less traffic allowing me to more easily navigate the J28 off-slip queue (a benefit, yes) but then before J30 for the A48M I now have to navigate a high speed merge and exit to the A48M (much more stressful and not beneficial) before joining the queue on the A48M into Cardiff where all the traffic which used to be held up via the Brynglas Tunnels also want to go to Cardiff is also exiting onto the A48M!

**Q9. Additional comments**

Please provide any additional comments here.

I am disappointed; it appears to be a rehash of the last plan as the route appears to be very similar and that turned out to be too expensive and difficult.

The plan talks about various amenity benefits; as there are no junctions in this new section the only benefit is for through traffic not for Newport or Cwmbran.

The documents appear not to identify in any usable detail what the local benefits will be at each junction.

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 1

I fully support this option and believe having regard to the information available it will address the immediate problem as well as providing a long term strategic solution not only for the development of Newport but also for the other local authorities along the M4 corridor.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 2

It will certainly relieve the current situation but does not in my opinion provide the best long term strategic option for South Wales or Newport. Now is the time to act and a half hearted effort at this time will be costly and regretted for years to come. This option also has an adverse effect on the residential population of Duffryn and Newport generally with the development of the Docks Way landfill site and other further/future development.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 3

Like the black option the purple option will probably fulfill the long term objectives but without going into great detail the impact on Duffryn and Newport generally with the development of the Docks Way landfill site and further/future development makes this option less attractive.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 4

Whilst there are already schemes and plans for schemes that will improve arrangements eg, the steslworks access road and Junction 28 improvements, they will not overcome the fact that the current M4b between junction 23a and J29 is not fit for purpose. It is prone to accidents and significant delays and can not under any circumstances support economic growth, regeneration and other events in South Wales eg, Premier League football in Cardiff and Swansea, and requires an effective solution.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Question 5

Whilst I acknowledge the importance of the SEA there is nothing in my opinion there is no issue that cannot be overcome by effective consultation and sensitive and collaborative management to minimise the impact particularly on the SSSI's and Newport Docks.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Question 6

Reply as Question 5 above

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. New design standards will inevitably lead to reduced accidents and fatalities. Also improved air quality and noise reduction in and around Newport will bring considerable benefits.

**Q8. Equality Impact Assessment**

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

No issues for me other than the project will generate considerable employment and other community benefits that will be available to all genders and age, religious, disabled and racial groups.

**Q9. Additional comments**

Please provide any additional comments here.

Question 9

No additional comments

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object. The Gwent Levels have been registered as a Landscape of Outstanding Historic Interest and are an important wildlife habitat and therefore should not be built on.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object. The Gwent Levels have been registered as a Landscape of Outstanding Historic Interest and are an important wildlife habitat and therefore should not be built on.

**Q9. Additional comments**

Please provide any additional comments here.

There are other alternatives - improving public transport so that less people feel they need to drive to their destination, improving rail links and services and moving freight to the railways where possible.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route seems to address the problem in the most beneficial way for Newport with least disruption.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A missed opportunity, great disruption with less benefit for Newport

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will relieve the problem but will cause more disruption than the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do nothing will only mean this expense process will be revisited again in a few years with continued uncertainty.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The route has to go somewhere and the disruption south of Newport will be less than elsewhere, hence the benefit outweighs the habitat loss

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I prefer to have a route running at the south of A48 to be more direct and to avoid picking up the traffic from the existing M4 and nearby towns.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Sustrans believes that many of the key goals listed as part of the M4 Corridor Enhancement Project would not be met by the progression of the proposed black route.

The provision of an additional road would negatively impact on the Welsh Government's intentions to create a cultural shift towards more sustainable travel choices, as it would indiscriminately promote car use even for short journeys. Provision of the new road would increase the number of local journeys made both on the existing and new routes, this is undesirable and works against the Government's commitment of sustainable development and reduction of transport related carbon emissions.

Providing additional road capacity could lead to induced demand, which could result in maintained levels of congestion despite the additional capacity.

The lack of appraisal of any public transport alternatives means it is not known what demand for alternatives exists and what impact this could have on traffic levels along this section of the M4 corridor. The focus solely on a new M4 and a road based system would reduce transport choice. A world class public transport system is crucial to attracting inward investment, yet is not dealt with by this consultation.

The consultation highlights that 43% of the journeys made on this part of the M4 are under 20 miles, that is to say they are local journeys. With improved public transport services and safe cycling & walking routes, The Welsh Government's priority should be the displacement of much of this local traffic from the M4, reducing congestion and increasing available capacity for longer journeys.

This could be achieved with improved public transport services and local safe cycling and walking routes.

Currently there are no junctions identified on the black route, but it appears likely that at least one, if not two, junctions would become part of the final scheme. This, again, is likely to encourage local journeys by car, rather than by other means.

There can be, therefore, no guarantee that journey times would improve, as increased levels of local traffic will fill up the space "provided" by building an additional road – as well as increasing perception that

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road which cuts across the Gwent Levels in general and specifically through existing SSSIs. The levels are an internationally important wetland area and to build a new road through them is risky, inappropriate and simply wrong. For decades road planners and also the engineering companies that benefit financially from new road schemes have been putting forward projects on the principle that traffic levels generate new road schemes whereas the opposite is true – roads generate traffic and the congestion ‘problem’ simply returns in due course requiring even more road building. Climate science has shown us in the last ten or fifteen years that we cannot risk continuing to encourage and grow road traffic because the future costs will be too high. It has also indicated that wildlife species, such as those found in the Gwent Levels are at increased risk going forward and need further protection and more habitat rather than having existing habitat removed or put at risk .

In these circumstances we have to move forward by stopping further new road building in sensitive areas and we have to protect all that remains of the Gwent Levels. The way forward in my view is to work in the first instance on making the existing road more efficient. The example of the modifications made to the M42 in recent years should show us the way. We could also undertake work with businesses and schools and of course public bodies to increase flexible working hours and thereby spread the traffic load over a wider time window each day. We should also be making railway and bus improvements so that the necessity for journeys along the congested part of the M4 are reduced. Long term we should be looking at ways in which journeys become unnecessary through video conferencing backed up by a high speed broadband roll-out. The sooner we move onto a sustainable agenda the easier it will be for our descendants.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road which cuts across the Gwent Levels in general and specifically through existing SSSIs. The levels are an internationally important wetland area and to build a new road through them is risky, inappropriate and simply wrong. For decades road planners and also the engineering companies that benefit financially from new road schemes have been putting forward projects on the principle that traffic levels generate new road schemes whereas the opposite is true – roads generate traffic and the congestion ‘problem’ simply returns in due course requiring even more road building. Climate science has shown us in the last ten or fifteen years that we cannot risk continuing to encourage and grow road traffic because the future costs will be too high. It has also indicated that wildlife species, such as those found in the Gwent Levels are at increased risk going forward and need further protection and more habitat rather than having existing habitat removed or put at risk .

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### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road which cuts across the Gwent Levels in general and specifically through existing SSSIs. The levels are an internationally important wetland area and to build a new road through them is risky, inappropriate and simply wrong. For decades road planners and also the engineering companies that benefit financially from new road schemes have been putting forward projects on the principle that traffic levels generate new road schemes whereas the opposite is true – roads generate traffic and the congestion 'problem' simply returns in due course requiring even more road building. Climate science has shown us in the last ten or fifteen years that we cannot risk continuing to encourage and grow road traffic because the future costs will be too high. It has also indicated that wildlife species, such as those found in the Gwent Levels are at increased risk going forward and need further protection and more habitat rather than having existing habitat removed or put at risk .

In these circumstances we have to move forward by stopping further new road building in sensitive areas and we have to protect all that remains of the Gwent Levels. The way forward in my view is to work in the first instance on making the existing road more efficient. The example of the modifications made to the M42 in recent years should show us the way. We could also undertake work with businesses and schools and of course public bodies to increase flexible working hours and thereby spread the traffic load over a wider time window each day. We should also be making railway and bus improvements so that the necessity for journeys along the congested part of the M4 are reduced. Long term we should be looking at ways in which journeys become unnecessary through video conferencing backed up by a high speed broadband roll-out. The sooner we move onto a sustainable agenda the easier it will be for our descendants.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'Do Nothing' scenario is misleading and designed to garner support for the damaging road-building options. There are lots of things that can be done without building a new road. The first option is to introduce traffic control measures such as those added to the M42 in recent years to enable the use of the hard shoulder during busy times along with speed control measures that ensure a smooth flow of traffic. I used to use the M42 on a daily basis when I lived in England and the improved journey times after the use of the hard shoulder was introduced were excellent. We could also undertake work with businesses and schools and of course public bodies to increase flexible working hours and thereby spread the traffic load over a wider time window each day. We should also be making railway and bus improvements so that the necessity for journeys along the congested part of the M4 are reduced. We can also improve cycle routes to reduce any very local journeys that add to the M4 traffic load. Long term we should be looking at ways in which journeys become unnecessary through video conferencing backed up by a high speed broadband roll-out. The sooner we move onto a sustainable agenda the easier it will be for our descendants.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Reading the SEA is depressing because it is so clearly a whitewash job written to support the proposal of a new road. Just to take one example, The claim is made that building a new road reduces car emissions because traffic flow is more efficient on a new road. Instead improve the traffic flow on the existing road to reduce emissions through schemes such as the one introduced in recent years on the M42 whereby the hard shoulder is used at peak times and speeds are controlled. As a previous regular user of the M42 this had great benefits in terms of efficient traffic flow. A new road will increase traffic overall and divert money and effort from where it should be being used on reducing the need to travel and providing public transport whilst also damaging a hugely important wetland area.

#### **Q9. Additional comments**

Please provide any additional comments here.

If this project were to go ahead then the important and fragile area of the Gwent Levels will be damaged and put at risk for an inappropriate and outdated vision of trying to benefit the economy through increasing road traffic. We now know that burning carbon is damaging to the environment and that climate change is the most pressing issue facing us because the longer we delay taking action the more it will cost our descendants and the greater the price that will be paid by the natural environment. New thinking is required and in terms of roads that should be based around reducing the need to travel and reducing congestion on existing roads and not building new ones.

Organisation:

Postcode:

### ***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the fact that the proposed black route is largely situated on SSSIs. These sites are mainly characterised by the reens and , although the actual area occupied by road would be less than 1.5% of the SSSI, the structure and flow in the reens would be seriously affected and the potential risk of major pollution of the reens in the event of accidents appears to be considerable. The route would also be visually intrusive as it would be on an embankment in a largely flat area. This route does address most of the problems and achieve the goals of the M4 corridor around Newport, although it does not appear to connect to the A48M coming out of Cardiff, and would consequently force all traffic exiting Cardiff on the A48M to use the existing M4 route. If one route is to be selected, this route would be my preferred option.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the fact that the proposed red route is largely situated on SSSIs. These sites are mainly characterised by the reens and , although the actual area occupied by road would be less than 1.5% of the SSSI, the structure and flow in the reens would be seriously affected and the potential risk of major pollution of the reens in the event of accidents appears to be considerable. The route would also be visually intrusive as it would be on an embankment in a largely flat area.

I do not think that this route addresses most of the problems and achieves the goals of the M4 corridor around Newport particularly well, as I can't see the majority of traffic using an A road when a motorway is available as an alternative. I suspect that the route would only be used by locals and would not divert most of the through traffic from the existing M4 route. The red route is also very close to Duffryn and would provide noise and potential air pollution for that area.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the fact that the proposed purple route is largely situated on SSSIs. These sites are mainly characterised by the reens and , although the actual area occupied by road would be less than 1.5% of the SSSI, the structure and flow in the reens would be seriously affected and the potential risk of major pollution of the reens in the event of accidents appears to be considerable. The route would also be visually intrusive as it would be on an embankment in a largely flat area. The route is fairly close to Duffryn so noise and air pollution might be a problem.

This route does address most of the problems and achieve the goals of the M4 corridor around Newport, although it does not appear to connect to the A48M coming out of Cardiff, and would consequently force all traffic exiting Cardiff on the A48M to use the existing M4 route. If one route is to be selected, this route is a possibility, although it appears to be inferior to the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario does not meet the problems or goals, but doesn't cause any further damage to the environment or to SSSIs. I am surprised that there is no information in this scenario about possible work on the Brynglas tunnels which are the primary cause of all the problems on the Newport section of the M4.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All three options appear to cause extensive damage to SSSIs which I though were supposed to be protected from development.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have not been able to determine what this question means from the information in the Consultation Document.

**Q7. Health Impact Assessment**

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

All routes should improve air quality along the existing M4 route. The red and purple routes would provide noise pollution and possible air pollution in Duffryn, and noise pollution would be provided over a considerable area by traffic on the envisaged low embankment in the flat area of the levels.

**Q8. Equality Impact Assessment**

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

I don't think that any of the plans will make much difference. It is the non-motorway roads, particularly those feeding toward the existing M4 in Newport at junctions 26, 27 and 28, which regularly grind to a halt in the rush hours. I don't see how the new road structure would change this and create any benefits at those times of day.

**Q9. Additional comments**

Please provide any additional comments here.

This Consultation Document has failed to discuss the options of improving the existing M4 around Newport. The Brynglas tunnels are clearly the main obstacle, but I would have expected an explanation as to why they cannot be altered, if that is indeed the case. I think that this document is heavily biased towards a new road, and has not presented any good information as to whether or not the existing M4 could be improved to a satisfactory level.

Is anything being done to provide a service for passenger trains from the Ebbw Vale line into Newport?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that the Black route addresses the 'problems' of the M4 corridor around Newport. There does not seem to be any research or other evidence of those problems in the documents. I believe that alternative, less damaging, less costly solutions should be considered before committing scarce resources to this one scheme. In the consultation Document an assertion is made that business leaders believe that the current traffic situation is a bar to business in south east Wales. There is no evidence provided in the Consultation document as to the truth or otherwise of this assertion. I do not believe that the Welsh Assembly Government should be making a decision in principle to spend huge amounts from the public purse on a project which is uncoded, not placed in the context of other ongoing public transport developments in South Wales and is based on unquantified assertion.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I repeat my comments regarding the black route:

I do not believe that the Black route addresses the 'problems' of the M4 corridor around Newport. There does not seem to be any research or other evidence of those problems in the documents. I believe that alternative, less damaging, less costly solutions should be considered before committing scarce resources to this one scheme. In the consultation Document an assertion is made that business leaders believe that the current traffic situation is a bar to business in south east Wales. There is no evidence provided in the Consultation document as to the truth or otherwise of this assertion. I do not believe that the Welsh Assembly Government should be making a decision in principle to spend huge amounts from the public purse on a project which is uncoded, not placed in the context of other ongoing public transport developments in South Wales and is based on unquantified assertion.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I repeat my comments regarding the Black route:

I do not believe that the Black route addresses the 'problems' of the M4 corridor around Newport. There does not seem to be any research or other evidence of those problems in the documents. I believe that alternative, less damaging, less costly solutions should be considered before committing scarce resources to this one scheme. In the consultation Document an assertion is made that business leaders believe that the current traffic situation is a bar to business in south east Wales. There is no evidence provided in the Consultation document as to the truth or otherwise of this assertion. I do not believe that the Welsh Assembly Government should be making a decision in principle to spend huge amounts from the public purse on a project which is uncoded, not placed in the context of other ongoing public transport developments in South Wales and is based on unquantified assertion.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the 'do minimum scenario' is the proper way forward. It would enable proper consideration to be given to the apparent problems of congestion on the M4, taking into account the costs of such congestion, the exact barriers to business in South Wales and a properly costed proposal for any relief road found to be necessary. This could then be considered 'in the round' in the light of the total public transport needs and schemes for South Wales.

#### **Q9. Additional comments**

Please provide any additional comments here.

1. It seems to me that any proposal to spend the amount of funds involved in building this proposed motorway cannot be examined in isolation. The proposals set out in this document seem to have totally ignored the effects of the traffic improvements currently in progress, and the proposed and apparently vastly less expensive improvements to the rail system in South Wales.
2. There seems to be no attempts to put the scheme in this context, nor to consider it in view of the recent acquisition of Cardiff airport - the development of which could well bring far more benefit to Wales than this very small motorway.
3. The proposal considers, and effectively dismisses the huge concerns related to its environmental costs.
4. None of the proposals have been costed. Relevant costs which need to be established and included in a proposal of this nature will include
  - Some kind of estimate of the cost of the present congestion to the economy of Wales
  - Details of how the asserted benefits of the scheme have been calculated
  - Details of the costs of implementing the schemes
  - Details of consultation with the people of Wales. There may be other, better things, of greater benefit to the WHOLE of Wales on which such a huge sum can be spent
  - In the consultation document it states that the scheme is supported by business in Wales - specifically the CBI. However this support is not universal, since the proposals are opposed by the Federation of Small Business, which represents a huge part of the businesses driving the Welsh Economy.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Get on m4 at junction 26 and off at jct 28. Do not see how this will make my journey any easier as still have to get through jct 28

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Get on m4 at junction 26 and off at jct 28. Do not see how this will make my journey any easier as still have to get through jct 28.

My objections are about the impact and damage to the Gwent levels

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

My objections are about the impact and damage to the Gwent levels that any new route south of the existing m4 may have

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Attempted to read this and not understood it all

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

Would closing the smaller junctions such as Carleon and Highcross not make the traffic flow better ?

Key objection is to impact that this may have on wildlife and the natural environment of the Gwent levels

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

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All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' will not in and of itself resolve the issues associated with the M4 corridor around Newport. However in association with complimentary measures that are more affordable and less damaging than those currently proposed they would contribute to a genuinely sustainable and effective solution to the issues identified as opposed to the flawed solutions contained within the consultation document.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scope of SEA is too limited to present a balanced assessment of the wider alternatives. The SEA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As with the SEA the scope of the HRA is too limited to present a balanced assessment of the wider alternatives. The HRA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q7. Health Impact Assessment***

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

As with the SEA the scope of the HIA is too limited to present a balanced assessment of the wider alternatives. The HIA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q8. Equality Impact Assessment***

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

As with the SEA the scope of the Equality IA is too limited to present a balanced assessment of the wider alternatives. The Equality IA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q9. Additional comments***

Please provide any additional comments here.

There are a number of flaws with the consultation as presented here. Most notably there are a number of more appropriate 'reasonable alternatives' including some which have previously been proposed by the Welsh Government but have now been abandoned without any explanation as to why. It would appear that the 'alternatives' presented are not really alternatives but variations to one single solution and as such the consultation fails one of its key criteria.

There are cheaper and less environmentally damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure but would still realise the objectives of the scheme.

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions which appear to offer significant commercial benefit with less damage to nationally significant landscape and represent a more genuinely sustainable transport solution than the solution currently proposed.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It may well achieve the goals, but at a social and environmental cost. It will turn Newport into a city surrounded by motorways, not the first of course (eg Birmingham) but a major choke around a relatively small city. It will probably cut Newport off from the Gwent levels, currently a source of quiet and relaxation close to the city, as well as a significant natural environment. It seems to damage the docks.

Does the Public Services (Social Value) Act 2012 apply here? The Act is "to require public authorities to have regard to economic, social and environmental well-being in connection with public services contracts". The Act applies to public authorities in England and, to some extent, those in Wales - and given that the M4 runs through England and Wales then there must be some case for ensuring that the Act applies equally along its length. The legislation does not define 'well-being' but official guidance notes that "In these tight economic times it is particularly important that maximum value in public spending is achieved. However currently some commissioners [of public service contracts] miss opportunities to secure both the best price and meet the wider social, economic and environmental needs of the community." Applying this approach to the Newport proposals would seem a good way of producing a balanced evaluation and decision.

I could not find any assessment of the impact of the building phase. How many local jobs? What effect on local businesses, traffic and life?

I find the forecast traffic growth in Fig 5 more aspirational than realistic. It begs so many questions - why a straight line projection? what effect does varying basic assumptions have? and after 2030?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I warm much more to this option. It would appear to have a less drastic impact on the environment and on the city, though I wonder how much traffic it would draw from the existing M4? What lessons can be learned from traffic usage, especially (a) HGVs and (b) local traffic currently on the Southern Distributor Road.

I am also unclear what impact the new road would have to the west of the Usk crossing, including how it would interfere with access to the docks and to the Transporter Bridge, a much-loved Newport icon.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No. This appears to me to be the worst of the options. It brings the new motorway too close to the city.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Fine. It might be worth questioning at this stage why this consultation has been separated from the issue of better public transport, especially the extensive metro system that is briefly referred to in this document. It's about time that the scope for radically improved public transport was brought back onto the agenda as a significant and viable alternative to the projected rise in car use.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None beyond relevant comments above.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Interesting that you abbreviate this to the 'health' impact when the document itself often appends 'and well-being' after health. In fact it seems to me that the focus is purely on health. I see little if anything about how the draft Plan will impact on the general well-being of (a) the residents of Newport, and (b) M4 users. This seems a major weakness to me.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. I would have thought that the EIA would be more relevant if it took the approach of taking car ownership/public transport use/cycling/walking as the major groups of interest. There is some reference to this in the discussion of social exclusion, and in the characteristics of each of the equality groups actually used, but only following the legislative groups does seem to be a bit limited here.

**Q9. Additional comments**

Please provide any additional comments here.

The time allocated to the public drop-in exhibitions - 10 days out of a total consultation period of 3 months - does seem a tad mean. Will there be the opportunity for more extended events in future?

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black route and its complementary measures

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route and its complementary measures

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route and its complementary measures

***Q9. Additional comments***

Please provide any additional comments here.

I feel that the environment has suffered enough already with the second Severn crossing and that the present transport systems should be up graded, for example A48

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 problem around Newport could and should have been addressed years ago. It's been known that the volume of traffic would increase as time has gone on. If the funds were and are still there to improve the M25 around London, then why on earth has there been no earlier funding for the M4 problem. Take the two Seven Bridges back off the French and put the money towards the funding of the M4 motorway around Newport.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am pleased there is renewed optimism that a solution to a long standing problem can be found. The draft plan has reviewed the need and proved a requirement for it. It has also considered options to resolve the problem directly at source.

I believe the Black route solution would work to reduce congestion and journey times between the Severn Bridge and the rest of South Wales.

I think it will in addition cause serious damage to the Gwent levels and the city of Newport. This damage will likely be irreparable in the long term.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is similar to the black in that it causes significant damage to the city and the Gwent Levels. It is also not preferential to the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, similar to the black but less preferential than the red or black.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum would be detrimental to the economic capability of south Wales in the future.

**Q9. Additional comments**

Please provide any additional comments here.

The draft plan makes limited mention of discounted options and is based around an original proposal from the early 1990's. I would like to see greater courage applied to the solution as I believe the market place is very different.

Has a tunnel from the Malpas Straight to Llanwern, to carry the eastbound traffic, been seriously considered? The current market in the UK has built significant experience in tunneling as well as the acquisition of suitable equipment, making tunneling more affordable now than ever before. The geological conditions are not the most convenient to tunnel through but certainly are not impossible. The spoil recovered could be used to build a barrage across the Usk for power generation and for building tidal lagoons, coastal flood defences etc.

Should a tunnel be used it would mitigate the noise and environmental issues any increase in traffic will bring and be considerably less damaging to the Gwent levels and Newport city. Should WAG be serious about regenerating Newport it has to recognise the current proposal will be seriously detrimental to that. Continued ambition would see WAG begin discussions with Network rail about continuing the use of the local knowledge and equipment to work towards the Severn tunnel replacement. This would provide a steady stream of serious infrastructure building that would bring significant benefit to the Welsh economy in the long and short term.

Add to those factors the pie in the sky thoughts that improved transport infrastructure would increase the chances of South Wales becoming an international air hub as an addition to Heathrow, we already have the runway; the ground water likely recovered from the tunnel & Severn tunnel could be sold as a commodity to drier parts of the UK as set out in the latest OFWAT AMP 6 publication. With greater ambition the future of the Welsh economy could be provided with significant benefits as a consequence of this expenditure.

Organisation:

Postcode: cf3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think its the best route but will it have slip roads for people who are travelling to the majority of Newport and the east of Cardiff that do not need or want to get back onto the M4?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not as direct as the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

pointless stick to the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

not an option as the brynglas tunnels are killing the economy

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

not interested in this, as the road is essential to wales

**Q9. Additional comments**

Please provide any additional comments here.

if this new route just goes from magor then back onto the mororway at J29 then it is no use to the people of Newport or south/east Cardiff, slip roads are needed so we can exit before J29, especially with the possible development of Cardiff east train station and the business park expansion, it would also ease the gridlock on the rumney/st mellons area of nexport road, you also need to add link routes to the coast road for the wentloog industrial areas

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

I object to the three proposed routes because they will do irreversible damage to the Gwent levels and the environment. An alternative route that will do far less damage has been researched and suggested by the group CALM , so why can't that be given some consideration? We can't have everything we want at any cost. If we, the people and our governments don't look after the environment our wildlife and nature then we are all doomed. There is a knock on effect , everything is here for a reason. The amount of money , £1.2 billion is also an obscene amount of money to be thinking of spending when the alternative route proposed is going to cost approximately one billion less! Think of the good necessary things that that amount could be spent on. Please re-consider this plan.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or dual carriage way across the Gwent Levels. I can see no compelling economic or environmental evidence to support these proposals. It is estimated the cost will be in the region of £1.25 billion. There are cheaper, less damaging routes and I would support the "blue route" proposed by Professor Cole

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum would be preferable to the other 3 options. I would urge the Welsh Government to adopt the blue route, once it has given the full facts and figures on economic benefits to Wales in general and Newport in particular.

**Q9. Additional comments**

Please provide any additional comments here.

I have found the documentation very difficult to follow and understand and would question the effectiveness of this consultation exercise. It is quite clear that Welsh government has already decided that option 1 is the preferred one.

Why is there no mention in all this documentation of public transport improvements, improved rails services and additional stations. Up grading existing cycle routes and introducing new ones.

There is no detailed information about the economic benefits to Newport or about employment opportunities.

If this goes ahead Newport will be simply bypassed and become even more of an economic desert. This destruction of the economic landscape will be compounded by the destruction of the Gwent Levels, a national and internationally acknowledged site of outstanding historic interest.

These proposal would also destroy four nationally important sites of Special Scientific Interest, as well as cutting across the River Usk, which is an area of special conservation designated under European legislation.

Organisation: CTC Cymru - the national cycling charity

Postcode: CF64

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On behalf of CTC Cymru, the national cycling charity, I object. We have 2,400 members in Wales, mostly where the population lies in the south-east, and a large number of our members regularly (in many cases every week) enjoy the peace and tranquility of the reens to access the Usk Valley, the Forest of Dean and England from industrial south Wales. It is a major artery for cyclists.

This route will destroy the peace and calm with its noise pollution, and will cause a deterioration to air quality. It will cause significant damage and loss to ecological sites, habitats and species.

It contradicts the Government's policies on sustainability and will make car use more attractive and will, therefore, lead to a growth of car use. This has and been widely acknowledged for about 50 years – since the Buchanan Report of 1963, which was commissioned by the Ministry of Transport.

The problem on the M4 around Newport is not long-distance or trans-European traffic but, much more simply, local Newport traffic. This can be resolved more cheaply and effectively by a breadth of measures other than the construction of further roads.

The forecasts of traffic growth that are being used to rationalise this outdated proposal are simplistic and misleading. They take no account of the electrification of the rail network; Welsh Government and SEWTA plans for a South Wales Metro system; the decline since 2006 of levels of car use; the phenomenal growth of cycling in recent years; and the increased walking and cycling that is intended by the provisions of the Active Travel (Wales) Act. Not a great deal of traffic has to be shifted to other modes of travel to reduce the traffic on the M4 to an acceptable level. It is a local transport problem, caused by the over-reliance in Newport on the car as a means of local travel. It is remarkable that there has been no serious study of the economic impact of this route and other possible ways of solving the problem.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On behalf of CTC Cymru, the national cycling charity, I object. We have 2,400 members in Wales, mostly where the population lies in the south-east, and a large number of our members regularly (in many cases every week) enjoy the peace and tranquility of the reens to access the Usk Valley, the Forest of Dean and England from industrial south Wales. It is a major artery for cyclists.

This route will destroy the peace and calm with its noise pollution, and will cause a deterioration to air quality. It will cause significant damage and loss to ecological sites, habitats and species.

It contradicts the Government's policies on sustainability and will make car use more attractive and will, therefore, lead to a growth of car use. This has and been widely acknowledged for about 50 years – since the Buchanan Report of 1963, which was commissioned by the Ministry of Transport.

The problem on the M4 around Newport is not long-distance or trans-European traffic but, much more simply, local Newport traffic. This can be resolved more cheaply and effectively by a breadth of measures other than the construction of further roads.

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### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On behalf of CTC Cymru, the national cycling charity, I object. We have 2,400 members in Wales, mostly where the population lies in the south-east, and a large number of our members regularly (in many cases every week) enjoy the peace and tranquility of the reens to access the Usk Valley, the Forest of Dean and England from industrial south Wales. It is a major artery for cyclists.

This route will destroy the peace and calm with its noise pollution, and will cause a deterioration to air quality. It will cause significant damage and loss to ecological sites, habitats and species.

It contradicts the Government's policies on sustainability and will make car use more attractive and will, therefore, lead to a growth of car use. This has and been widely acknowledged for about 50 years – since the Buchanan Report of 1963, which was commissioned by the Ministry of Transport.

The problem on the M4 around Newport is not long-distance or trans-European traffic but, much more simply, local Newport traffic. This can be resolved more cheaply and effectively by a breadth of measures other than the construction of further roads.

The forecasts of traffic growth that are being used to rationalise this outdated proposal are simplistic and misleading. They take no account of the electrification of the rail network; Welsh Government and SEWTA plans for a South Wales Metro system; the decline since 2006 of levels of car use; the phenomenal growth of cycling in recent years; and the increased walking and cycling that is intended by the provisions of the Active Travel (Wales) Act. Not a great deal of traffic has to be shifted to other modes of travel to reduce the traffic on the M4 to an acceptable level. It is a local transport problem, caused by the over-reliance in Newport on the car as a means of local travel. It is remarkable that there has been no serious study of the economic impact of this route and other possible ways of solving the problem.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' is the course of action I support. It is strange that this makes no reference at all to the great range of measures that are in train on the sustainability travel front: the South Wales Metro, rail electrification, the Active Travel (Wales) Act, the government's Cycling Strategy etc.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I note that all of the proposed routes will involve significant damage to and loss of ecological sites, habitats and species.

### **Q7. Health Impact Assessment**

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

The Health Impact Assessment is fundamentally flawed because it fails to see the broader picture. The issue isn't just those living in Newport and nearby. All of the proposed routes will increase traffic volumes and make cars a more attractive means of transport. Thus the effects will be much broader than those addressed in the HIA. The overall consequences or road building of which this is a major example is a far greater impact on health and well-being than suggested in this assessment. Obviously, on matters of detail too it is limited: what about the impact, for example, of weekend bike rides across the reens being less attractive and therefore undertaken by fewer people or less frequently (which is what one might reasonably expect to be a consequence)?

### **Q8. Equality Impact Assessment**

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

The Equality Impact Assessment is weak and incorrect in places. It quotes without comment or criticism the FIA report which states that 'Access to a car, particularly outside of major cities, seems to be essential to full participation in economic and social life in modern industrialised societies'. One has only to look at Berlin, Amsterdam, or nearer to home at Oxford, to see that this is incorrect. Similarly, 'Lack of access to a car is the main transport factor in the social exclusion of low-income households and other marginalised groups' – again, with no comment or criticism. Yet the statement assumes an implausible cause and effect: rather, it is poverty that leads to the lack of a car in the first place, and this lack then reinforces exclusion. The proposed roads will make Newport more car-based so will enhance social exclusion. It quotes the same report stating 'Improving public transport in isolation is no longer an adequate solution to the poor accessibility experienced by low-income and marginalised groups' – which neither transport experts nor the Welsh Government accept at all. Such statements, however, reveal underlying assumptions that frame the Assessment.

The black route is deemed 'green' in the context of 'age', largely on the basis of the benefits it offers to car users. This is extraordinarily naïve – since creating a more car-based city will enhance the social exclusion of those without cars (who fall predominantly into particular categories). It rubs salt in the wound to reiterate this in Table 15 which is about the benefits of the scheme (improved journey times for those with access cars) for those experiencing multiple deprivation. Entirely unsubstantiated claims are made about the economic opportunities that will result. Obviously, these need solid research, and compared with the impact of other uses of this level of government expenditure – it's can't be asserted this as if it's a proven fact.

There is no mention of the fact that, mitigation measures notwithstanding, all of the proposed routes will increase vehicle activity so making life worse for pedestrians and cyclists. This impact isn't addressed at all.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe it is essential to have a 3 lane, junction free, Motorway to the South of Newport between Magor and Castleton. This should provide a platform for the economic development of the whole of South Wales. It eliminate the bottleneck caused by the Brynglas Tunnels and the high level of accidents and delays this causes.

The BLACK route where it crosses Newport Docks gives cause for concern, it is essential that any bridges or viaducts planed allow free passage of shipping, both existing and potential.

If the existing M4 is trunked it is essential that the Caerleon J25 is reinstated as a direct link to the that road. The present system of diverting traffic via the Harlequin roundabout is causing gridlock to the Malpas Rd area of the City for substantial parts of weekdays.

The M48/B4245 link is desirable, but if budget constraints endanger the entire project, it could be delayed as it does not seem to form an integral part of the project. Are traffic census figures available to support the assertion that it would "potentially provide relief to J23A"?

The provision of improved cycle tracks and walk ways as part of the main project should be detailed. The area of the proposed M4 is already well served, hence integration with the National footpath and cycleway provision should be the aim rather than duplication. Costings should also be highlighted.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This proposal is unacceptable, as it will stifle the economic development of South Wales for the foreseeable future.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

To little information has been provided to make a meaningful comment.

**Q7. Health Impact Assessment**

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

All traffic causes pollution, however this project seems the lesser of two evils allowing fast moving traffic, rather than the present situation of traffic jams and queues. It should reduce the overall pollution levels.

**Q8. Equality Impact Assessment**

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

No comment.

**Q9. Additional comments**

Please provide any additional comments here.

I am concerned that the heritage provision is not fully examined. Virtually any works along the Severn estuary wetlands are likely to reveal significant levels of human activity stretching back over thousands of years. Such finds will impact the project significantly.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the planned black route and complementary measures.

this development will damage, probably irreparably, vulnerable and valuable landscape and, especially, wildlife habitat.

i have lived in Gwent for most of my life and over the years have spent a great deal of time on the Gwent levels. I have walked and birdwatched here throughout this time. Most recently, i have joined in with the attempts to support water vole populations in the area. There are particularly vulnerable populations- for example, of water voles, Lapwings etc that are hanging on by a thread in these areas, and damage to the SSIs and surrounding areas caused by the Black route would be disastrous.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the Red route and associated measures owing to the detrimental effect on vulnerable landscape and wildlife impacts. The vulnerable populations of wetland/farmland flora and fauna is simply unacceptable, and far outweighs any other consideration

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the purple route and associated measures owing to the detrimental impact on a vulnerable landscape and vulnerable wildlife populations. The wetland and farmland flora and fauna are supposed to be protected under the law, and the potential impact far outweighs any other consideration.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a commuter, I make the journey through the Bryngals tunnels every week. At worst, they represent a minor inconvenience at peak times.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have not time to digest the full report. However, even a superficial reading indicates that the impacts of all options proposed would be highly damaging to vulnerable species.

I strongly object to all the proposals for road development

**Q9. Additional comments**

Please provide any additional comments here.

The resources dedicated to building this road development would be far better directed towards protection of vulnerable habitats and species.

As a regular commuter and user of this route, I would strongly advocate increasing investment in public transport options (particularly rail), which I use regularly - the main reason for my using the motorway is inadequate rail provision at some times/days

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned with the black route because of the sewta plan, which has no mention of intergration of alternative modes of transport, eg the Cardiff metro and electification of the swml. It would appear, that, a high majority of volume of traffic, is created from local traffic. Apart from the high cost of constuction, there is the impact of new roads leading to the new M4 and positioning of it`s infrastucture that would impact on me as a regular cyclist in the area by increasing the extra volume of traffic and take away cycle friendly route that help to promote cycling.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route.

**Q9. Additional comments**

Please provide any additional comments here.

I have serious concerns with these draft plans to build a new road across the Gwent Levels, a nationally important site for wildlife.

I do not believe the Welsh Government (WG) has proven the need for a new road and think that in line with the Welsh Government's own commitment to sustainable development (SD), it should invest in sustainable transport solutions to address congestion and, allow time for the measures already taken to take effect.

It really does not demonstrate a commitment to putting SD at centre of everything WG does.

I am also concerned that this whole consultation process has been made quite complicated, it seems like it is trying to put people off responding!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Er bydd llwybr du yn yr un cyfleus i yrrwyr, wrth osgoi Casnewydd yn gyfan gwbl credai in fydd y llwybr yma yn yr un fydd yn dod ag arian. Wrth osgoi Casnewydd mae llai o siawns bydd cynnydd yn y nifer o gwmnïoedd a swyddu.

(Editor's note: translated text)

Although the black route would be convenient for drivers, it bypasses Newport completely and I don't believe this route is the one that would bring economic benefits. Bypassing Newport reduces the chances that the number of companies and jobs will increase.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Rydw i'n meddwl mae'r llwybr yma yn ychydig yn well oherwydd maen mynd yn agosach i'r dre. Gan ddefnyddio'r llwybr yma mae mwy o gysylltiad a ffordd A48.

(Editor's note: translated text)

I think that this route is slightly better as it goes closer to the town. By using this route, there are more connections to the A48

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Dydw i ddim yn deall y cwestiwn yma.

(Editor's note: translated text)

I don't understand this question.

Organisation:

Postcode: HR3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My partner and I object to the draft Plan (Black Route). We support the alternative proposals as put forward by Gwent Wildlife Trust.

We believe that the value of established rare habitats, such as these SSSI's, are a precious resource. They should be looked after and cared for, for future generations. Wales is a beautiful country, and this is a chance for the Welsh Government to stand up for the environment, and show that we are a modern European country and can hold our heads high. Will future generations thank the Government for building roads over vital ecosystems rather than promoting habitat conservation? There is also an unquantifiable economic value of natural ecosystems. This is well described in Tony Juniper's book on life, nature and economy 'What Has Nature Ever Done For Us?'

As for addressing the problems of traffic congestion, we have no experience in traffic control. However, it is of concern that more roads lead to more traffic, and eventual grid-lock again.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We object to the Red Route and its complementary measures, and support the approach the Gwent Wildlife Trust documented to the Welsh Assembly Government.

We think it is a very dangerous gamble to build roads in this SSSI area, as there is no particular evidence that the traffic problems will be alleviated.

We feel that this is short-term thinking, and that the Welsh Assembly Government could work on a longer term approach that takes into account the well being of their grand-children, great grand-children and all future generations. Once the biodiversity, habitats and ecosystems are destroyed, they are lost for ever.

However, we are very concerned that this consultation process might be illegal, as the option of non-intervention as far as road building is concerned, is not provided.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, we support the statements made by the Gwent Wildlife Trust in their consultation response, and we object to the Purple Route.

And again, we would plead that The Welsh Assembly considers a more enlightened vision of the future regarding the Gwent Levels. The area is too vital a resource to be lost.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We object to the 'do minimum scenario', and support the Gwent Wildlife Trust's response to the consultation document.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We do not think that the Strategic Environmental Assessment covers the complex web of interrelationships between different organisms within ecosystems.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We think that complex ecosystems should be undisturbed.

**Q7. Health Impact Assessment**

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

We think the Health Impact Assessment does not adequately focus on the importance of good mental health, which affects all areas of life. There is evidence of 'The miracle of ecotherapy' commented upon by Paul Farmer, chief Executive of MIND. The undisturbed paths and lanes enable people of all ages to walk in a natural stimulating environment. Appreciation of nature helps individuals to achieve tranquillity of mind.

**Q9. Additional comments**

Please provide any additional comments here.

We think that:

Accessible and flexible public transport should be provided.

Improved rail services and additional stations could be provided.

The A48 could be upgraded.

A South-East Wales Metro system could be developed.

£1,000,000,000 would be better spent on Education and facilitating studying natural history study and experience by all schoolchildren. This may improve Wales' poor standing in global education, and within the UK.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will seriously damage the wildlife value of the Gwent Levels

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route, it will also seriously damage the landscape of the Gwent levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route because of the damage it will cause to the nationally important Gwent levels landscape

**Q9. Additional comments**

Please provide any additional comments here.

The Welsh government must protect the remaining wild places in Wales for everyone. They must resist the temptation to take the easier, cheaper option, which is the development of new roads, which will catastrophically damage the wild life value of the Gwent levels.

Upgrading the existing transport network must be the way ahead here to solve the pressures of transport overload.

It may, initially, be the more expensive option, but our children and grand children will thank us for it.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If it reduces congestion & makes roads safer then it is a positive investment

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to this plan because of the detrimental effect it would have on the Gwent Levels, which is nationally important in terms of its value to wildlife. The Levels currently support a vast range of plant and animal life, including rare species. The building of the motorway would fragment and damage the Levels. Moreover, it would entail destroying an area of ancient woodland, contrary to the Welsh Government's statement that such woodland should be preserved and protected from development. In the light of this statement, the relief road cannot be justified.

I would be in favour of other options, or a combination of them, i.e. an improvement of the existing road network and improvements to public transport. The latter would be more sustainable and compatible with the government's stated aim of improving the public transport system.

Lastly, I feel that even if other options were not available, the expenditure of taxpayers' money on this road could not be justified during this recession. I believe that this money would be better spent on our struggling NHS and social services, where it would bring far more widespread benefits.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this because it entails constructing a new crossing over the River Usk, a Special Area of Conservation which supports a range of species. I also believe that relief roads are a purely temporary solution to traffic congestion and that soon or later the government would be looking for a further relief road to the one now under consideration.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the term "reasonable alternative" should not have been used as this is a matter of opinion.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be better given the current conditions of austerity. I do feel that improvements to public transport would be more beneficial and need to be given more consideration.

**Q9. Additional comments**

Please provide any additional comments here.

I feel that improvements to public transport should have been part of the consultation process.

Organisation:

Postcode: CF24

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I disapprove of the draft plan as the motorway passes through important SSSI sites and will impact negatively on the habitat and wildlife there

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I disapprove of the red route because it also passes through important SSSI sites and will have a negative impact on the habitat and wildlife there

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I disapprove of the purple routes, like the other two, it passes through important SSSI sites and will have a negative impact on the habitat and wildlife there

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum is the preferred option as long as the levels and SSSI sites remain unaffected

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I see nothing in this SEA that justifies damage and interference with the important SSSI sites on the levels for the new M4

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I disagree with the conclusions of the HRA Screening and Statement to Inform an Appropriate Assessment as the data clearly show that any works within the SSSI boundaries will have a significant negative impact on protected species, watercourses, and habitats.

**Q7. Health Impact Assessment**

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

I really don't understand why a health impact assessment report is being used to justify development and works across a protected site. SSSIs are protected for a reason. Another solution for social issues needs to be found that don't impact on the protected environment. Improved public transport services would go a great way to achieve this as the majority of the Newport M4 traffic are single drivers in 4 seater vehicles travelling to and from work between Caldecott and Barry.

**Q8. Equality Impact Assessment**

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

The Equality Impact Assessment report highlights some very real issues with the current motorway set up, this is clear. But it does not demonstrate how cutting a swathe through several important SSSI protected sites will benefit. I believe a more pragmatic approach from neighbouring Local Authorities with regard to local development and public transport will be more fruitful without impacted to the protected environment.

**Q9. Additional comments**

Please provide any additional comments here.

I thoroughly and enthusiastically disapprove with the proposed M4 alterations that have any encroachment on the protected SSSI sites of the Caldecott / Gwent levels

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This should be the Motorway Route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that this option will meet the goals of the scheme. I feel a Dual carriage way will not facilitate the swift movement of traffic through the area. My experience of traveling through the M4 corridor daily for the last 9 years is that the vast majority of traffic is moving through the area and not entering/accessing Newport. A dual carriageway will not meet capacity or expediency expectations. Any proposed scheme must move long distance (travel of 20miles and above) commuter or freight through the area without traffic lights or roundabouts interfering. Should this option endure and succeed as the chosen route, I would advocate additional road capacity and traffic flow improvements of the A48 and the A4042

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the best option. A motorway to help relieve the M4. We know, from experience that road traffic capacity is only increasing. Why build an "enhanced dual carriageway" when in 20 years it will be be outdated? Look at the problems on the A470 at Abercynon and the A465 - on which extensive upgrading and expenditure have been undertaken because the initial concept and design was substandard. This area is one of, if not the busiest stretch of the M4 outside London and as such will need a motorway to contain that demand.

Almost 60% of traffic commutes through the area without entering Newport, if traffic is to use the road it needs to expediently move commuters and freight throughout the region. I believe only a motorway can provide that function.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not a legitimate option. The M4 is becoming increasingly congested and the "pinch point" of the tunnels will become more of an issue over the next 10 years.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I would expect thorough and effective mitigation on Environmental Matters with a comprehensive package of support and enhancement to the SSSI's and SAC's in the area.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I would expect thorough and effective mitigation on Environmental Matters with a comprehensive package of support and enhancement to the SSSI's and SAC's in the area.

**Q9. Additional comments**

Please provide any additional comments here.

A link should be established between any interchange at Castleton and the A48M allowing M4 bound traffic from Cardiff to head south of Newport from the outset.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.

The consultation has wrongly limited views to one proposed route (junction 23) and not allowed comments on alternatives. The proposed route is the choice of ministers & not the public. The proposed route will have serious environmental & health issues for the residents of Magor & surrounding area. In addition there will be devastating consequences for the areas of SSI. The cost of the proposed road, and consequential loss to other cash starved areas of the Welsh economy, cannot be justified in terms of the economic gain that will result from its construction.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route appears the most suitable of those proposed, and I cannot think of an alternative which would be superior. I would question the need to downgrade the existing stretch of the M4 to trunk road however. I cannot see any significant benefit from that, whilst retaining it as part of the motorway network would enable alternative routes past Newport increasing the resilience of the transport infrastructure much as the M4/M48 and two Severn bridges do for cross channel travel.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route seems clearly superior. In particular the Red route would provide a far lower capacity for traffic. I view the Red route as only a partial solution. I also feel politicians would feel more justified in failing to complete it if placed under financial pressure.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would view the Purple route as the second best alternative proposed, although again (for the same reasons as cited for the Black route) would not support the downgrading of the existing M4 section.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is unacceptable. M4 congestion is already unacceptably bad, with a corresponding negative impact on economic activity along the M4 corridor. Ensuring the M4 is an effective part of the transport infrastructure is essential for Welsh prosperity. The "do minimum" option would have been unacceptable 15 years ago, when all of the current problems were foreseeable!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I consider that the proposed Black route is the most effective when considering all environmental criteria, despite crossing several SSRIs. The impact on the SSRIs is likely to be minimal, whilst the impact of moving large volumes of traffic further away from areas of dense habitation are likely to reduce the impact of noise and pollution. Enabling free flowing traffic will reduce greenhouse gas emissions. In short, the benefits substantially outweigh the costs.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Other than the fact that all proposals are superior to the "do minimum" I have no further comment.

**Q9. Additional comments**

Please provide any additional comments here.

For at least the last decade it has been obvious that the M4 around Newport has insufficient capacity. Something needs to be done. The Black route seems a viable and reasonable proposal. If people wish to oppose this proposal then they should at least offer a viable alternative.

Organisation:

Postcode: NP19

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the Black Route is totally unnecessary and will do immense harm to the environment of Newport. The alleged problems on the existing M4 have been exaggerated and, insofar as they exist, can be addressed by other measures.

I provide more detail of my objections in answer to questions below but wish to cover here what I perceive to be elements of bias in how the appraisal scores are given to the various options. In part this is due to methodology, in part to a subjective pro-road bias.

As for methodology, my objections are:

- there is duplication of goals which helps to ensure that the road options score highly in Table 11. For example, goals 1&2 amount to the same thing, also 5&11; 3&4 are very similar;
- there is no goal to minimise public expenditure, which there should be;
- similarly, there is no goal to minimise the impact on wildlife and landscape;
- there is also some duplication in appraisal criteria, eg transport safety has its own criterion and is also included in TEE, ie double counting.

As for bias in scoring:

- where the do-minimum option produces a good result (eg biodiversity, heritage, water, soils) it is given a 0 score; where the road options produce a good result they are given a positive score. This is simply unfair;
- The do-minimum would be positive in meeting goal 15, because a degree of congestion will encourage people to travel by public transport, yet it is given a 0 score;
- the Black route is given a + score for greenhouse gas emissions despite the likelihood of it encouraging significant traffic growth, balancing out any reduction in congestion-related emissions (needless to say the do-minimum gets a negative score!)
- the Black route gets +++ for TEE yet there is no assessment of the impact on congestion further west on the M4, ie solving problems in Newport will increase problems around Cardiff;
- Black Route gets +++ for EALI in part because of benefits of junctions in Newport, yet none is proposed.

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the red route is totally unnecessary and will do immense harm to the environment of Newport. The alleged problems on the existing M4 have been exaggerated and, insofar as they exist, can be addressed by other measures. There is significant bias in the documentation.

I provide more detail of my objections in answer to other questions.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the purple route is totally unnecessary and will do immense harm to the environment of Newport. The alleged problems on the existing M4 have been exaggerated and, insofar as they exist, can be addressed by other measures. There is significant bias in the documentation.

I provide more detail of my objections in answer to other questions.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the nearest to what I think is needed. However, it unreasonably restricts itself to measures in the pipeline. There are other things that could be done to improve things without building a major, damaging, new road. Improvements to public transport could be made, eg increasing rail capacity and park-and-ride, new cycle routes etc. It is ridiculous that the document excludes public transport measures on the basis that a separate study is being done. Whatever happened to integrated transport and land use planning? The whole basis of the consultation is flawed.

The main reasons why I think a do-minimum approach is basically correct are:

1. data in the document show that traffic volumes on the existing M4 levelled-off before the recession and have remained static. There are good reasons to believe they will remain fairly static: there will not be a post-recession effect because employment levels have remained high, indeed are at their highest-ever level; greater use will be made of e-commerce, home-working and flexible working hours; use of public transport, walking and cycling will increase in future. The traffic growth forecasts in the document look totally ridiculous; old-fashioned thinking. Have they been independently verified? Even at peak, traffic goes through the Tunnels at over 50mph which is OK.
2. numerous studies have shown that there is no causal relationship between road-building and economic growth. Many thriving economies have heavy congestion, eg many German and Chinese cities. A new road as proposed will do little or nothing to increase economic growth in the region and may even harm Newport by speeding people by it.
3. Newport already has a degraded environment. The main precious area left is the Gwent levels which we should do everything we can to conserve and nurture. The Black, Red and Purple options will all do immense harm to this area. And they will not improve conditions for those living alongside the existing M4 in a major way.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have read the summary document and do not trust it. I have found evidence of bias against a do-minimum option (which itself is inadequate as it excludes potential public transport improvements).

Specifically:

- there is an absence of facts and over reliance on subjective opinions, selectively. For example, the concerns of business are cited on page 5 but not the concerns of environmentalists;

- Air Quality and Noise Objectives are limited to the areas next to the existing M4. This biases the results in favour of routes away from these areas, as shown in Table 3. If full account was taken of impacts on the wider area, and of the impact of a new road on increasing traffic volumes, then the Black Route would not get a +2 score and the do-minimum should be neutral;

- the Climate Change objective amounts to the ability to put in place storm-water drains. The document is not convincing on why this is so difficult on the existing M4;

- strangely, the Black route achieves a +1 on noise and do-minimum a -1. This seems unfair as the latter will not spread noise over a wider area. Black should have a neutral at best;

- on page 18 it is claimed only a "negligible" loss of green. Another example of subjective bias - keep to the facts!

- another example is the foot of page 19 where it is claimed all the new-build options "would" benefit the economy. No evidence is provided and such an assertion is strongly disputed. Also, if all available resources go on the road there will be nothing left for public transport, which could be possible under a do-minimum, so it is grossly unfair to score that option as -1 under Population;

- on Human Health, no facts are provided on reduction of injury-accidents nor on pollution impact so the +1 score for the road-building options have no credibility. Because the do-minimum option, combined with public transport measures, would increase walking and cycling then it is unfair to score it -1. More bias.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The main document overall displays a lack of respect for natural habitat, eg it goes out of its way to state that "only" 1.5% of the total Gwent Levels SSSI would be affected.

The Habitat assessment also displays subjective thinking and some bias, eg it claims that congestion

"will therefore hinder economic development in South Wales". This is not supported by facts and is strongly disputed.

Also, it admits that a lot of the assessment has involved "professional judgement". It does not state whose judgement that is and, given that it has been produced by Arup (with their engineering focus) one must have limited faith in it.

I am not convinced that the assessment pays due regard to the overall integrity of wildlife in the whole Gwent Levels area, and the support that surrounding areas provide to the specific European-designated habitats. For example, the Magor Marsh reserve (SSSI) is adjacent to the proposed road routes and it is frequented by otter (which travel over a wide area) and species such as gadwall. It seems very plausible that species like this could be affected (eg by the road being a barrier) with consequent impact on the European sites.

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Insufficient regard is paid to the mental health impact of access by the residents of Newport (with its degraded environment) to the peace and wide-open, quiet environments on our doorstep in the Gwent Levels.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Too much emphasis is placed on the needs of car-users. A do-minimum option would provide scope to significantly improve public transport, cycling and walking with all the benefits that would bring to the poorer members of our community - including access to services, friends and relations; and better health.

### **Q9. Additional comments**

Please provide any additional comments here.

This doc gives every impression of been drawn up to meet a pre-conceived solution, ie we want a new motorway. My objections are:

1. It contains an insufficient range of options. The do-minimum is unfairly constrained so it perform poorly. There should be an option of modest improvements to existing infrastructure, particularly public transport but also some road improvements. It would not be beyond our wit to widen the tunnels, for example, but this is not properly assessed. It is ridiculous to exclude public transport measures on the basis that a separate study is under way. There are also elements of the scoring that are unfair, eg Black and Do Minimum have similar impact on greenhouse gases, yet the first gets a +1 and the second gets a -1. Bias.

2. The problems are not as bad as claimed. Traffic has levelled-off and will probably stay that way. Accident data are not provided but we know it is low on motorways. As a resident of Newport I know that M4 congestion is rarely a major problem, and better than say M5 in Birmingham or M1 around Sheffield. These sorts of comparison should have been made. The data provided show that no stretch of the M4 gets anywhere near full capacity; and anyway, some delay at peak times is inevitable. The alleged impact on the economy is totally subjective and not backed up by any evidence. Studies elsewhere have shown that road building has minimal impact on the economy.

3. The 3 road options would be very damaging to one of our most precious resources, the Gwent Levels. Not only in terms of land take but also the wider impact - noise, visual intrusion and the impact on wildlife. Much of the Magor Marsh reserve, for example, would be made unpleasant. Should the new motorway go ahead it will be looked back on as an act of vandalism.

4. If there really is this amount of money to spend, then there are far better uses for it, particularly improving our very poor education system (see PISA). Or even abolish the Severn Bridge tolls.

Organisation:

Postcode: NP25

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the proposal to build any new road across the Gwent Levels, an area of vitally important wildlife habitat. At best it will be a temporary, short-term 'solution' to traffic congestion, at the permanent expense of the Levels. We should be looking at sustainable, long term alternatives, not destroying an area of such beauty and importance.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the proposal to build any new road across the Gwent Levels, an area of vitally important wildlife habitat. At best it will be a temporary, short-term 'solution' to traffic congestion, at the permanent expense of the Levels. We should be looking at sustainable, long term alternatives, not destroying an area of such beauty and importance.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the proposal to build any new road across the Gwent Levels, an area of vitally important wildlife habitat. At best it will be a temporary, short-term 'solution' to traffic congestion, at the permanent expense of the Levels. We should be looking at sustainable, long term alternatives, not destroying an area of such beauty and importance.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The whole 'do minimum' section is structured to support the argument for a new road and does not consider all the alternative options. It seems that it has already been decided that a new road is needed and no further thought given to how it can be avoided. We cannot continue to build new roads which simply shift the problem of congestion to another location while encouraging more traffic onto the roads.

**Q9. Additional comments**

Please provide any additional comments here.

We are given 4 options in this document - 3 for a destructive new road development and 1 for a do virtually nothing option. What about doing something else? What about thinking constructively about how traffic congestion can be reduced in the long term by choosing sustainable options - combine motorway management techniques with public and rail transport improvements, better use of broadband technology and encouraging a change in culture where businesses focus on telecommunications rather than car travel. Road building encourages traffic - that has been demonstrated empirically time after time. The point will come eventually when this will have to be done, so why not start now and save the Gwent Levels environment for future generations?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to understand more about the downgrade for the existing M4 under this proposal as I will be joining this part of the road living in Caerleon.

This solution should divert significant amounts of traffic away from this area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route would be a junction off the M4 and I'm not sure all drivers would take this and would want to stay on the motorway, it may be quicker but the perceived speed maybe slower as this road will not be built to motorway standards.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route provides the same as the black route, it will come down to other factors.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Something needs to be done for this section of the M4 and the statistics provided as well as my own daily experience says we need to create a new road.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Cars on the move are better than standing cars just burning fuel, this will save significant amounts of fuel with the increased speeds.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will probably improve transport around Newport but to the detriment of other areas, namely Magor and Undy. There is talk of improving pollution levels around Newport yet these two villages will be subject to considerable noise and air pollution.

**Q7. Health Impact Assessment**

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

The suggested route will

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unsure - I think that a lot of the traffic that clogs the M4 at peak times is not travelling beyond Newport so I think that bypassing Newport will not help.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unsure - I think that a lot of the traffic that clogs the M4 at peak times is not travelling beyond Newport so I think that bypassing Newport will not help.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unsure - I think that a lot of the traffic that clogs the M4 at peak times is not travelling beyond Newport so I think that bypassing Newport will not help.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Very glad that the proposed plans do not infringe upon the valuable green space and important wildlife habitats to be found south of the existing M4 east of Newport - in particular Magor Marsh and the Magor and Undy SSI.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Very glad that the proposed plans do not infringe upon the valuable green space and important wildlife habitats to be found south of the existing M4 east of Newport - in particular Magor Marsh and the Magor and Undy SSI.

**Q9. Additional comments**

Please provide any additional comments here.

Very glad that the proposed plans do not infringe upon the valuable green space and important wildlife habitats to be found south of the existing M4 east of Newport - in particular Magor Marsh and the Magor and Undy SSI.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Support this

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route does not meet the problems nor does it achieve the goals of the M4 Corridor any more effectively than any of the other options including the 'do minimum scenario'. All references to improved air quality and reduced noise pollution can be ignored as this route will not solve the problems but push them to another geographic area. It could be argued that a new motorway will result in an increase in serious traffic accidents as vehicles will be travelling at a faster speed. Any marginal benefits in terms of an easier driving experience will soon be eroded as traffic density increases. The impact on the environment will be huge in terms of environmental destruction and visibility. The costs of this route, both financial and environmental far outweigh the benefits.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a resident of Duffryn this route appears to pass within a few feet of my front door! This route does not meet the problems nor does it achieve the goals of the M4 corridor any more effectively than the other proposals including the 'do nothing scenario'. All references to improved air quality and reduced noise pollution can be ignored as this route will not solve the problems but push them to another geographic area. A dual carriageway might be less environmentally intrusive than a full blown motorway but the impact on Duffryn residents of noise and air pollution is intolerable. It is probable that some properties may have to be compulsory purchased if this route is selected. The cost of this option in terms of finance and damage to the environment far outweigh the benefits.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

At the risk of sounding cynical it would appear that this option has only been included to make the numbers up. That being the case I can only say that this route does not meet the problems nor does it achieve the goals of the M4 Corridor any more effectively than any of the other options including the 'do minimum scenario'. All references to improved air quality and reduced noise pollution can be ignored as this route will not solve the problems but push them to another geographic area. This route will cause as many problems to Duffryn residents as the existing M4 does to the residents of other parts of Newport and at a reported cost of a billion pounds I must ask the question, 'Why?'.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' has been totally dismissed in this consultation document and it can only be considered as a 'do nothing scenario'. Given the lack of effort to present anything other than new road options there is little I wish to say other than the existing road works. However, a great opportunity has been missed for creating an option to use existing roads such as the dual carriageway which runs from Magor to Newport and could reasonable easily then link to the A48. The costs of utilising existing roads together with improved traffic management and improvements to the M4 could be achieved at a fraction of the cost of building a new road with minimal additional environmental impact. I am not alone in my thinking and it is a great shame that the Project Team did not think outside the box!

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The major flaw in this document is that great stress is placed on the reduction of noise and air pollution if a new road was to be built. This is complete nonsense as the levels remain the same but are moved to another geographic area. The Red Route will adversely affect the residents of Duffryn and other parts of South Newport due to it's ludicrous proximity to existing housing. I also note comments that other developments are planned in this area. I can only assume that the Red Route has been put forward as an option merely to encourage Duffryn residents to support the favoured Black Route. The visual impact of placing the Black Route on an embankment which can only be partially screened is appalling to residents on both sides of the Channel. Upgrading existing roads will have a negligible impact on the environment.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have not been able to thoroughly study the HRA but it is self evident that building new roads through green field sites and the Wentloog Levels will adversely affect local wild life and our treasured reen system. Again, upgrading existing roads will only have a negligible impact on habitats.

#### **Q7. Health Impact Assessment**

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

I can only reiterate that this document has placed great stress on improved air quality and noise reduction if new roads were to be built but in fact the problem would be moved elsewhere. This is an example of an attempt to put a favourable spin on an horrendous proposal. It is evident that building new roads close to residents will impact them while re-classifying the existing M4 will only partially reduce the effect on the residents of North Newport.

### **Q8. Equality Impact Assessment**

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

The proposals to build new roads in South Newport will clearly lead to a reduction in property values and a lowering of the housing stock quality. Many existing residents will be forced to sell their property at a loss and the whole area will be blighted by the proposals. At the Newport Centre exhibition I asked how far my property would be from the routes as the maps displayed were not detailed enough. I was given the information for the Black Route but not for the Red or Purple Routes which are much closer to my house because the staff spoken to were there to 'champion the black route, not the others'. Hardly an impartial approach and yet another example of this consultation procedure being a foregone conclusion.

### **Q9. Additional comments**

Please provide any additional comments here.

Reading these documents it is obvious that a decision has already been made to build a new motorway and this consultation process is purely a PR exercise. Much of the content has been produced with a pro-motorway spin and other options such as upgrading existing roads have not even been considered. The exhibitions too demonstrated this new road building fever, maps were displayed with insufficient detail on them for members of the public to make informed decisions and insufficient options were given. It would seem that at the highest political position in Wales the building of a new road is the panacea to cure all of Wales' problems and nobody is prepared to listen to alternatives. The building of a new road will create opposition to the environmental destruction that will be caused and to the massive financial cost, Other main objections will come from the residents of South Newport. There is no doubt that the people in North Newport are affected by the existing M4 and they will continue to be so when this road is downgraded, it would appear to be almost a deliberate action to spread the pain to the south of the City. The true losers are Newport residents who have to bear the brunt of these dreadful proposals when their own City is left to disintegrate . Any local politicians who support the proposals for a new road should hang their heads in shame.

Organisation:

Postcode: Cf11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route relief motorway for the M4 is the only viable way to grow the Welsh economy. We are stunting the growth of the south east and without this vital addition to the network we will be driving businesses and skilled work away from the area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Short term fix for a long term issue

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Worst of all the options

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will not

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the proposal is going to cost a significant amount of money which could be used more effectively. One option would be to improve the public transport infrastructure which would enable more commuters to seek alternative methods of travelling whilst also relieving traffic congestion on this particular section of the m4. Improved public transportation which is affordable would encourage a lot more usage. Lorries and other heavy good vehicles need to be taken off the road to relieve congestion. It is these type of vehicles that cause more congestion. Building more roads is an outdated solution to the current transport problems. An extra 3 lane motorway is in my opinion not going to improve congestion or the amount of accidents. It is not going to improve noise levels around the Newport area or reduce omissions as stated on one of the goals. It's going to have a massive ecological impact upon the environment. Britain is a small island and there is only so much that the countryside can take of future developments. In the next 100 years transportation may have totally moved away from the car and by building this road it will be too late to reverse what has been done to the environment.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route option appears to be more sympathetic to the environment and addresses the current traffic issues in a more appropriate manner. It will promote better use of trains with a park and ride facility for Severn Tunnel junction. It would also reduce congestion through the village of Magor which is a current problem during peak times.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is similar to the red route option. Even though this would have impact upon the docs area of Newport this seems more appropriate rather than causing ecological damage to the Gwent Levels.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This proposal would be the most ecologically friendly and in my opinion would be the best. Such proposals in this option need to be tried first to establish whether there would be improvements. It would also be the most cost effective option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The assessment does not reflect the long term damaged that will occur on the environment by building the relief road.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route on the grounds that it is unnecessary, costly and will do serious damage to the wildlife of the Gwent Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route on the grounds that it is unnecessary, costly and will do serious damage to the wildlife of the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route on the grounds that it is unnecessary, costly and will do serious damage to the wildlife of the Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

A much less expensive and perfectly adequate solution to the traffic problem of the M4 is to upgrade the A48 and Southern Distributor Road.

The peak-hour congestion would be better dealt with by public transport improvements, which would be more in line with Welsh Government sustainability objectives.

These proposals would do grave damage to the special environment of the Gwent Levels, including several SSIs. They would encourage visitors and businesses to bypass Newport, rather than do anything to foster its much-needed regeneration.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route looks a more direct route ensuring a quicker time through this terrible section of the M4. This key to allow business to develop in the South Wales area as the traffic build up around the tunnels everyday is enough to drive business across the bridge into England.

I cover the UK in my role and there is nothing worse than driving from Scotland with very little delay all through the country, to then hit a 25 - 30 min queue just to go through the tunnels. This does not give a good message for Wales, it looks like we are stuck with a relic of the past (the Newport tunnel).

This proposed route will finally make Wales a truly exceptional place for business to invest in.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To close to residential areas and St Brides SSSI. Noise pollution would be intrusive to residents.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To close to residential areas and St Brides SSSI. Noise pollution would be intrusive to residents.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To close to residential areas and St Brides SSSI. Noise pollution would be intrusive to residents and far too close to the school.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only viable option, improve existing routes and infrastructure.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All three routes would affect St Brides SSSI. would have an impact on the residents in this area particularly in Dyffryn and surrounding area.

**Q7. Health Impact Assessment**

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

Noise pollution!!!

Organisation:

Postcode: CF3

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have observed that the M4 Corridor Enhancement Measures (CEM) programme, established to address the perceived issues on the existing M4, comprised 4 highway options, within a framework programme of “common and public transport measures”.

The Stage 1 WelTAG appraisal in March 2013 concluded: “should the Welsh Government progress the M4 CEM Programme, the following measures are worthy of further consideration and more detailed appraisal:

- Highway Infrastructure Option A;
- Public Transport Enhancement; and
- Common Measures.

Therefore, I note with disbelief and incredulity that the WelTAG appraisal undertaken in June 2013, deleted public transport measures from the proposals. This cannot be right and stands in stark contrast to Welsh Government transport and environment policy.

Figure 8 indicates 43% of journeys on the M4 around Newport are less than 20 miles, 40% between 5-20 miles. Figure 7, supports my own view which is that M4 use peaks around the “rush hour” at the beginning and end of the working day. So it seems commuter traffic must account for a significant element of the traffic volume. It is these journeys that should be the target for public transport operations and sustainable transport options and they could have a significant part to play in reducing the traffic volumes on the M4 during peak hours.

It is for this reason that I am bemused and suspicious of the reasons why the latest proposals do not include consideration of public transport solutions, despite these being an integral element of previous M4 CEM proposals. The statement that public transport will be addressed by the South East Wales Metro programme is not comforting at all because the lack of a clear link between both programmes at an early stage in their development leaves me wondering how Metro development will be informed by and impact on M4 issues.

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a clear risk that the issues will not be addressed in a strategic and holistic manner and as a result opportunities for integration and efficiency will be missed.

In addition to the failure to incorporate public transport considerations, it is clear to me that the geographic focus of the consultation is not representative of the true negative impact the proposals may have on the regional highway network and traffic volumes in Newport and Cardiff. Figure 5 considers predicted trip increases in South East Wales and Newport; there will be potential increases in traffic movements across the region arising from these proposals and these need to be assessed and factored into the exercise. Congestion is experienced on highways throughout the region; as an East Cardiff resident, I can testify to the congestion throughout my part of the city. Currently, congestion at Brynglas Tunnels serves to cause commuters to stagger travel times, taking advantage of flexible working hours. Improving the M4 could lead to traffic travelling more conventionally with many more vehicles arriving in East Cardiff within a more restricted timeframe, worsening local congestion in Cardiff.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a daily user of Rover Way, I can state that upgrading this road to the standard of the rest of the Cardiff peripheral Distributor Network, would do more for the Welsh economy than spending three times as much cash constructing a new stretch of M4 south of Newport.

Looking at the immediate area there is such a paucity of detail that anyone would be confronted with difficulty in trying to assess the potential impact of the proposals on the regional highway network and existing land use: the plan fails even to identify proposed junctions (mentioned in the June 2013 WelTAG Assessment) and identifies development land alongside the proposed routes that has been deleted from Newport's Local Development Plan fairly recently.

The simple use of an OS based map, showing the routes and incorporating the latest land use proposals being advanced by Newport Council would have enabled a fuller appreciation of the potential implications.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In addition to the failure to incorporate public transport considerations, it is clear to me that the geographic focus of the consultation is not representative of the true negative impact the proposals may have on the regional highway network and traffic volumes in Newport and Cardiff. Figure 5 considers predicted trip increases in South East Wales and Newport; there will be potential increases in traffic movements across the region arising from these proposals and these need to be assessed and factored into the exercise. Congestion is experienced on highways throughout the region, as an East Cardiff resident, I can testify to the congestion throughout my part of the city. Currently, congestion at Brynglas Tunnels serves to cause commuters to stagger travel times, taking advantage of flexible working hours. Improving the M4 could lead to traffic travelling more conventionally with vehicles arriving in East Cardiff within a more restricted timeframe, worsening congestion.

As a daily user of Rover Way, I can state that upgrading this road to the standard of the rest of the Cardiff peripheral Distributor Network, would do more for the Welsh economy than spending three times as much cash constructing a new stretch of M4 south of Newport.

Looking at the immediate area there is such a paucity of detail that anyone would be confronted with difficulty in trying to assess the potential impact of the proposals on the regional highway network and existing land use: the plan fails even to identify proposed junctions (mentioned in the June 2013 WelTAG Assessment) and identifies development land alongside the proposed routes that has been deleted from Newport's Local Development Plan.

The simple use of an OS based map, showing the routes and incorporating the latest land use proposals being advanced by Newport Council would have enabled a fuller appreciation of potential implications.

### **Q9. Additional comments**

Please provide any additional comments here.

This is the worst consultation form I have ever seen and I think seems to be designed to put off people from bothering to complete. In fact the form is almost worse than the actual subject of the consultation

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am against any route which will affect the Newport Levels Nature Reserve. It is an important site for species which are presently struggling for survival and the construction of this road would be a disaster.

There are alternatives which would have less effect on wildlife. These do not seem to have been considered. The alternatives also seem to be cheaper.

I would also disagree with funding this development with Severn Bridge tolls. These tolls must have a negative effect on business travelling into Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As previous

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

as previous

Organisation:

Postcode: sa10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would be hugely damaging to the environment. It crosses the Gwent Levels, a SSSI area. There would also be a loss of a significant area of farmland.

The graphs produced show traffic levels broadly flat in this area for a number of years and the projected increase up to 2035 is pure speculation and subject to significant variation.

If previous schemes show us anything however it is that the more roads that are built more traffic will be generated to ensure that in years to come we would be looking at even more capacity requirement.

The building of hugely expensive road schemes such as this should therefore be considered as a last resort not a first option and other methods need to be explored such as better public transport, better walking and cycling routes.

Many public rights of way would also be adversely affected which is also of huge concern to a nation which has some of the highest obesity levels in the developed world.

This route must therefore be rejected.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments submitted for the Black Route equally apply to this route which would have similar serious environmental consequences.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, my comments for the Purple Route are similar to my submission for the Black and Purple Routes, all hugely damaging to the environment and likely to do nothing to enhance the wellbeing of the local population.

It is also of interest to note that the pie chart produced concerning traffic movement in this area shows over 40% covering less than twenty miles.

If only a percentage of this local traffic and therefore people could be using better public transport or walking or cycling the need for this hugely expensive and environmentally damaging white elephant could be shelved.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

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

No comment.

**Q8. Equality Impact Assessment**

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

No comment.

**Q9. Additional comments**

Please provide any additional comments here.

My submission for the Black, Red and Purple Routes applies equally to the three. All are hugely damaging to the environment, cross areas of special scientific interest, and damage ancient woodland areas.

They will also damage the local public footpath network in the area and will do nothing to promote sustainable and public transport and the general health of the residents.

The Welsh Government must be bold and demonstrate that they care for the environment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal for a new motorway south of Newport. I believe this proposal is too expensive considering the current environment and I also feel it would have an unacceptable impact on the Newport Wetlands etc. I would support CALMs blue route as an alternative. I travel along the M4 around Newport daily during rush hour traffic. Although it can be infuriating, I do not think the current situation is worth the cost and upheaval of building a new motorway.

I would prefer to see the government considering the difficulties of getting into Cardiff via the A48M/A48 as this always appears to be more disruptive than the traffic around Newport.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the proposal for a new motorway south of Newport. I believe this proposal is too expensive considering the current environment and I also feel it would have an unacceptable impact on the Newport Wetlands etc. I would support CALMs blue route as an alternative. I travel along the M4 around Newport daily during rush hour traffic. Although it can be infuriating, I do not think the current situation is worth the cost and upheaval of building a new motorway.

I would prefer to see the government considering the difficulties of getting into Cardiff via the A48M/A48 as this always appears to be more disruptive than the traffic around Newport.

Organisation:

Postcode: SA31

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

That there is traffic congestion at times around Newport is not in question, I have experienced it myself and can understand some of the frustrations for the people who experience it daily. However, I object to the draft plan on several points.

Objection No 1

What I do not understand is the somewhat blinkered approach to the solution(s) offered in the draft plan, the Welsh Government seems determined on spending (wasting?) near 1 billion pounds. We are told that there are three alternatives in the plan, these are not alternatives, they are variations of the same proposal. The blue route proposed by Professor Cole at a third of the cost is an alternative.

Objection No 2

The draft plan states that it does not include public transport measures yet over 40% of the journeys on the M4 around Newport are classed as short or medium, i.e. less than 20 miles. Surely the plan has to take into account the effects of improvements to the public transport system in reducing traffic volume on the M4. If, using the figures provided in the plan, just 25% of people using the M4 as a short/medium journey switched to public transport then usage would reduce by 10%, or half of the projected increase in traffic volume to 2030. Which raises another question.

The projected increase in traffic to 2030 is a suspiciously high figure to use as support for the draft plan given that there has been no appreciable increase in traffic volume since 2004. Yes the motorway is operating at approaching 100% capacity but it seems to have been near this for at least twelve years. Basing the traffic model on outdated data from 2005 and 2007 is flawed, developments, or lack of, in the six years following this should be incorporated to provide a more accurate model. This will also provide data to check the accuracy of the original predictions.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Objection No 3

The Welsh Government is supposedly committed to sustainable development yet proposes to construct a major road through an environmentally sensitive area including five SSSIs. The Gwent Levels are one of Wales' largest and most important wetlands, the proposed road would not only infringe on this area but would effectively isolate it from the adjoining areas and in the process restrict the natural movements of wildlife and water flows. In assigning protection to natural areas we at least expect the Government to respect this, the wrong example is being set to others by such proposals as the draft plan.

### **Q9. Additional comments**

Please provide any additional comments here.

Further notes

Resilience – EU Directive 2004/54/EC is cited yet this applies to tunnels of over 500m in length, the Brynglas Tunnels are 360m or 370m depending on the source used.

Safety – speed reductions between junctions 24 and 28 have already shown benefits in reducing accidents perhaps showing that speed rather than the number of lanes is a greater factor.

Cost – the scheme was rejected in 2009 on grounds of unaffordability, in these times of cutbacks and austerity why are apparently much cheaper schemes not included as alternatives.

M4CEM - measures rejected by M4CEM included the plan to widen to three lanes and a new tunnel, one of the reasons cited was the cost. A cost which is comparable to the cost of the new motorway over the Gwent levels. The plan rejected by M4CEM would also have considerably less environmental impact. Some of the other rejected measures were aimed at moving local traffic off the M4 but would not more provision for public transport be a better option.

dft.gov.uk – in the traffic data sets for Newport LA from 2004 to 2012 there is no discernable overall increase in traffic on the M4.

Organisation:

Postcode: NP44

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe to have a less impact the black route would be an option but not as mentioned on the planning, with most of Llanwern steel works gone the new road that only has opened should be used more. and coming out of the steel works some of the unit factories could move with another bridge over the Usk you would come out near the waste tip where the road could tie up with the Black route option

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plan for the Black Route because I believe that traffic growth has levelled off, and that we should be improving public transport measures including cycling for local traffic, which will mean that there is no need for a new motorway at the cost of £1 billion. Improvements to existing roads at a cost of £380 million can resolve the issues on the M4 at Newport. I also object to the damage to SSSI's around the Usk and the Severn Estuary.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this on the grounds of cost and damage to SSSI's.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this on the grounds of cost and damage to SSSI's.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think improving local traffic options for people in Newport would greatly improve traffic congestion on the motorway and I would prefer to see money being spent on ecological improvements such as rail and cycle routes. Upgrading existing roads such as the road from Magor past Llanwern Steelworks, the Southern Distributor road and the existing A48 from Newport to Castleton would cost around £380 million, would not require a new bridge, would have much less impact on the the SSSI's and would be quicker to construct. But there must be proper cycling infrastructure built into this alternative.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I prefer the 'Do Minimum' option in terms of environmental damage and object to the Black, Red and Purple routes.

**Q9. Additional comments**

Please provide any additional comments here.

I support the Blue Route as proposed by Professor Stuart Cole.

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be my preferred option as it will relieve the pressures the current M4 receives and will address the future demand as well as the current demand on the network

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route and its complimentary measures as it will permanently damage the Gwent Levels landscape. This is an area of national importance for wildlife and needs to be protected forever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route and its complimentary measures as it will permanently damage the Gwent Levels landscape. This is an area of national importance for wildlife and needs to be protected forever.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route and its complimentary measures as it will permanently damage the Gwent Levels landscape. This is an area of national importance for wildlife and needs to be protected forever.

**Q9. Additional comments**

Please provide any additional comments here.

I support the following alternatives:

1. Improved rail services. Good rail links are provided along the existing M4 corridor that provide commuter access to Chepstow, Newport, Cardiff and beyond. An enhancement to the number of stations would be welcomed with adequate parking provision.
2. An upgrade to the A48 (Southern Distributor Road) is more than feasible.
3. The South-East Wales Metro

Development of the above is a much better way of spending £1 Billion and avoids destruction of an area of National Importance.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Instead of another road which, as has been found in many parts of the UK, will only increase the amount of traffic, it would be more environmentally friendly and more sustainable to increase the amount, regularity and connectivity of the public transport system. This includes bus, rail, ferry etc.

The Gwent levels are nationally and internationally important and a motorway relief road would remove them without any possibility of returning them to anything near what they are like now. There are also other SSIs that would be ruined. They are all irreplaceable and will result in damage to biodiversity, agriculture, small businesses, recreation and local tourism. If another road is inevitable, Professor Cole's "Blue Route" provides a cost-effective alternative, with far less economic and environmental impacts.

**Q9. Additional comments**

Please provide any additional comments here.

Look at what has happened to traffic levels when new roads have been built or been widened, just more cars, lorries etc use it. Improved public transport has to be a viable option.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route. My objection is based on the fact that the proposed route cuts deep into the Gwent levels, an area of particular scientific and environmental interest that must be preserved. The value of the Gwent levels is well documented and comprises environmental habitats of national and international importance for birds, reptiles, mammals and plants. The area is also important to walkers, cyclists and nature lovers in general and offers an area of peaceful tranquillity close to Newport an area of urban sprawl and with high levels of deprivation.

The plans for the new motor way will damage the habitats and the general atmosphere of the area when it is not necessary to do so. Other alternatives are available.

Additionally it is estimated that the motorway build would cost in the region of £1bn – money we surely do not have to spend on road development.

The plans to build a new motorway fly in the face of the assembly governments' values and commitment to environmental issues and the reduction of car and lorry traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route. My objection is based on the fact that the proposed route cuts deep into the Gwent levels, an area of particular scientific and environmental interest that must be preserved. The value of the Gwent levels is well documented and comprises environmental habitats of national and international importance for birds, reptiles, mammals and plants. The area is also important to walkers, cyclists and nature lovers in general and offers an area of peaceful tranquillity close to Newport an area of urban sprawl and with high levels of deprivation.

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The plans to build a new motorway fly in the face of the assembly governments' values and commitment to environmental issues and the reduction of car and lorry traffic.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route. My objection is based on the fact that the proposed route cuts deep into the Gwent levels, an area of particular scientific and environmental interest that must be preserved. The value of the Gwent levels is well documented and comprises environmental habitats of national and international importance for birds, reptiles, mammals and plants. The area is also important to walkers, cyclists and nature lovers in general and offers an area of peaceful tranquillity close to Newport an area of urban sprawl and with high levels of deprivation.

The plans for the new motor way will damage the habitats and the general atmosphere of the area when it is not necessary to do so. Other alternatives are available.

Additionally it is estimated that the motorway build would cost in the region of £1bn – money we surely do not have to spend on road development.

The plans to build a new motorway fly in the face of the assembly governments' values and commitment to environmental issues and the reduction of car and lorry traffic.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario must be the wiser approach. It will preserve the all-important Gwent levels environment, will save enormous sums of money and enable to real problems to be addressed, namely the poor design and management of the road system in and around Newport. Congestion around the Bryn Glas tunnels is largely caused by badly sited run offs and run on's which must mainly serve local traffic. If these were closed the Motorway would flow more freely. Attention to the traffic system around Newport would enable, local traffic to complete journeys with using the motorway – I use the A48 to travel from my home to Newport rather than the motorway wherever I can and this type of behaviour should be encouraged.

Additional thought should be given to encouraging the development and revitalisation of the City of Newport – sending traffic flying past it on a new motorway bound for Cardiff is not going to do anything to revitalise an area that is already in economic crisis.

The real barrier to economic wellbeing for SE wales is the cost of the Severn bridge tolls. It is this barrier that causes most of the economic malaise of the area because it is cut off from the West of England making a free flowing of trade (and money) impossible.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA is 347 pages long and as such it is unrealistic to expect individuals contributing to this consultation to be able to make sensible comment on its contents. A summary should have been provided.

I reiterate the following:

- 1 - There are other ways to address traffic problems in the Newport area
- 2 - it is not acceptable to damage the gwent levels in order to provide a new motorway.
- 3 - the current motorway and associated roads should be worked to provide a solution
- 4 - This proposal is contrary to the assembly governments stated environmental approach

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The plan is 333 pages long and as such it is difficult for a lay person to take the time to make detailed comment. A summary of the key findings should have been provided. The plan however identifies many instances of potential damage to wild life, flora and fauna and their habitats in the Gwent levels.

If the plan to build a motorway goes ahead the habitats of a wide range of birds, insects and invertebrates, mammals, flora and fauna will have their habitats damaged or destroyed, essential roosting and resting sites for migrating birds will be disturbed, and the flood risk to the Gwent levels will be increased

I object to the fact that the plan to build an alternative Motorway may go ahead despite such risks being identified.

#### ***Q7. Health Impact Assessment***

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

Destroying the Gwent levels will have a negative affect on the wellbeing of the large number of people who enjoy the levels.

#### ***Q8. Equality Impact Assessment***

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

Equalities are not the key issue in this matter. Proper redesign of existing roads will enable people to travel more freely with the unnecessary environmental damage

#### ***Q9. Additional comments***

Please provide any additional comments here.

The Gwent levels are a beautiful and environmentally important place. They have intrinsic value to the Newport area and the people of South east Wales as a place of education and learning, leisure and escape from the deprived urban area of Newport.

Environmentally they provide internationally important habitats

To build a motorway through the levels when it is not necessary would be unforgivable

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As the black route will pass through the Gwent levels - an increasingly rare area of exceptional wildlife value - this plan is completely unacceptable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the black route this route goes through the Gwent Levels - an increasingly rare and invaluable site of exceptional wildlife interest - this plan is completely unacceptable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

AS with the black and red route this plan is completely unacceptable. It runs through the Gwent levels, an increasingly rare but vitally important area for wildlife.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only acceptable choice of those so far proposed would be to improve the existing road network. It states in the document about moving to more sustainable transport systems in the area. An improvement in the limited, crowded and unreliable train services from Abergavenny and Chepstow areas would help to ease the traffic, and encourage more people from using cars for shorter journeys to Newport and Cardiff from these areas.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

Whilst the Black Route may address the needs of traffic travelling from the Severn Bridge to Cardiff and beyond its cost and associated environmental impact is completely unacceptable and unnecessary.

It appears to have been devised as a politically motivated 'flagship' project without due consideration of its wider impact

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this alternative proposal.

Whilst appearing to offer some environmental and cost benefits over the Black route it would still result in irreparable damage to the Gwent levels and to the historic cityscape in the docks area of Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this alternative proposal.

It does offer better value for money than the Black Route but at the expense of the same environmental damage as the Black Route plus damage to the cityscape / environment in the docks area of Newport.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whilst a proper study of alternative local transport for the Newport area could make this option acceptable no detailed plans have been presented as part of this consultation so it is impossible to either support or reject his option.

**Q9. Additional comments**

Please provide any additional comments here.

The consultation has failed to take include the Institute of Welsh Affairs' 'blue route' as one of the alternatives.

Given that something needs to be done to improve accessibility to the west of Newport, albeit this is only a problem at certain times of the day, the IWA proposal gives the correct balance between economic need, cost and the environment. This is the proposal that I support.

Coupled with and enhanced public transport network and improved provisions for cycling and walking the blue route is a far more 'twenty first century' approach to the M4 problems than the build another motorway approach proposed in the black and purple routes. It is also a more sensitive approach than the red route.

No account appears to have been taken of the likely effects on traffic flows of the dualling of the A465. When this is completed it will provide a good alternative route for traffic travelling from the Midlands to west of Cardiff and should reduce the volume of traffic using the A449 / M4 route around Newport.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is not acceptable. It would be extremely expensive and environmentally disastrous. It would compromise or destroy SSSI landscapes. A better alternative has already been suggested and could be delivered much more quickly and at a fraction of the cost of the Black route. See Q9.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is not acceptable. It would be extremely expensive and environmentally disastrous. It would compromise or destroy SSSI landscapes. A better alternative has already been suggested and could be delivered much more quickly and at a fraction of the cost of the Red route.

This is not a real alternative to the Black route - it follows a similar trajectory and still wreaks environmental havoc. It's still expensive.

See Q9.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is not acceptable. It would be extremely expensive and environmentally disastrous. It would compromise or destroy SSSI landscapes. A better alternative has already been suggested and could be delivered much more quickly and at a fraction of the cost of the Purple route.

This is not a real alternative to the Black or Red routes - it follows a similar trajectory and still wreaks environmental havoc. It's still expensive.

See Q9.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option has been deliberately given a negative-sounding name, which suggests you're trying to steer public opinion towards one of the three new road routes.

The Welsh Government's own planning guidance favours using brownfield land wherever possible, as do most local authorities' policies. Upgrading the former steelworks road and A48 distributor road to motorway standard with grade-separated interchanges would be cheaper, less environmentally damaging and could be delivered far more quickly. This option uses brownfield (ie built upon) land for much of its length, so is surely more acceptable all round. It won't be flashy and enormous like a new motorway, but given what's been achieved for example on the A1(M) and A74/M74, it would be a much more publically acceptable project for a Minister who's part of the world's first ever government to have a statutory duty to work and deliver in a sustainable way. The huge difference in costs could be used to both maximise the effectiveness of this option and to upgrade public transport in the region.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As a layman I find it hard to comment on this section.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As a layman I find it hard to comment on this section.

**Q7. Health Impact Assessment**

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

As a layman I find it hard to comment on this section.

**Q8. Equality Impact Assessment**

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

I have nothing to add to this document.

### **Q9. Additional comments**

Please provide any additional comments here.

The prospect of spending £1.2 billion on one road scheme that will take years to construct and be extremely damaging environmentally, fills me and many local people with horror. There's no doubt that the M4 needs a relief road, but none of the three routes offer a real alternative to each other. Other options are deliberately ignored or presented in a very negative light (the mere name 'do minimum' is manipulative).

The rebuilding of the steekworks road and A48 distributor road must be properly explored - it could be delivered for around a third of the cost and much more quickly. It will be much less environmentally damaging. It will prevent more land on the edge of Newport being swalled up by the expanding city as it marches towards to the new road.

If there really is up to £1.2 billion available then the other two thirds should be spent on creating a viable rail/tram metro network for the Cardiff/Newport city region. As has been demonstrated in Sheffield, Manchester, Nottingham, Tyne & Wear and London, investing in rail-based infrastructure gets people out of vehicles and off roads. Even Los Angeles is doing it! UK Government investment in rail electrification to Cardiff or Swansea and up into the Valleys is coming; NOW is the time time to add value to that injection and make the sustainable transport step change that the Welsh Government and local authorities keep saying they want to deliver, but never do.

£800 million would go a long way towards realising a viable and sustainable rail/tram network that would make the M4 quieter.

Organisation:

Postcode: CF4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal for the "black" route. Given that 47% of motorway traffic travels less than 20 miles it makes better economic sense to improve local transport services. The alternative not proposed improvement to the A48 & the new road to Magor will be a cheaper, quicker improvement.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route as an unnecessary, expensive way to provide as as yet unproven "improvement" to the M4

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route. Not only is the need for more motorway capacity unproven but again the route will damage a very sensitive range of SSSIs at huge expense.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is little point to the "do nothing scenario" when there exists the backbone of a relief road via the A48 & the Magor intersection using the newly opened "steelworks" road.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA says that Cardiff, Newport and Swansea have ambitious regeneration strategies. This relief road will bypass Newport turning into a commuter town for Cardiff. Cardiff already has problems accepting the traffic coming in to work - it is essential that the public transport infrastructure is developed to minimise the number of vehicles accessing the city.

**Q7. Health Impact Assessment**

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

If there is an increase in vehicles using the M4 around Newport there will be increasing air pollution affecting the inhabitants.

**Q9. Additional comments**

Please provide any additional comments here.

Throughout the whole of the document there is the presumption that vehicle journeys will increase. This currently is not happening - in fact volumes are falling. There will always be a use of any M4 as a local ring road around Newport unless transport infrastructure is improved.. To spend 1 billion (probably plus) to damage a major wildlife jewel in the Gwent levels, to condemn Newport to becoming a satellite of Cardiff, to miss the chance to boost Newport's tourist value when an alternative probably costing 1/4 the M4 cost is being ignored is reprehensible. To condemn the Welsh people to the interest payments on this debt for a legacy project for the Welsh Government is to show scant regards for projects which could better use the savings coming from a less expensive project.

Organisation:

Postcode: CF61

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that the Black Route is the best option. It seems to be the most effective way of separating out the traffic which has no interest in going to Newport (or up towards Monmouth), and channelling it straight out of the area.

The other options seem to me like half-measures, and are tantamount to doing nothing at all. I fail to see how they will cope with the projected increase in traffic in years to come, and they have the added disadvantage of being used by a mixture of traffic visiting Newport, and that passing through.

I believe that the construction of the Black Route would also bring less disruption to the area while it is in progress, as the existing route would be largely unaffected. I am sceptical about the concerns of environmentalists, as I believe that nature will quickly adapt, and surely there is the flip side of a less polluted Newport?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q7. Health Impact Assessment**

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

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Organisation:

Postcode: LL58

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having studied the plans and looked at the argument of The Institute for Welsh Affairs (IWA). I agree with them that the upgrading of the A48 and the road through the city's former steelworks is an "affordable" £380m alternative.

I can see very little difference in the options put to the consultation and feel that the process is a sham in its present form. There is absolutely no need for another 3 lane motorway, in addition to the existing M4. The money saved, by avoiding the destruction of SSI's, can be invested in the improvement of the existing rail link and a possible light railway system.

I am very pleased at the generally forward thinking of the Welsh Government and am disappointed at this 1960's solution to a 2013 problem.

Please reconsider.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel proper consideration has been given to the actual details of our current infrastructure of roads/highways/railways/public transport, and a coordinated approach by all the agencies, to identify the options of using/amending/improving facilities that exist to eliminate the need of a new motorway through our wetlands.

We want more public meetings, arranged at more appropriate?convenient sites, at times more suitable to all the members of the public who are likely to be involved and concerned. It would appear that there have been considerably less than is needed, we seem to be in a civil servant mode of as long as it satisfies the their work patterns, then it must be suitable for the rest !!! Not exactly democratic.

Was the number of motorway junctions that currently exist on the M4 from Magor to Castleton ever considered to be a major factor in the congestion, as for it's length, it is the most junctioned stretch on Motorway in the U.K. if not Europe, which is totally inappropriate for any motorway!!!

Once you have received all the comments, then is the time to have a full and more appropriate arena, accommodating the publics' availability for proper public discussion, let democracy prevail, particularly when it could be much more economical on the public purse

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What I don't understand is that these proposals have been resurrected so soon after the completion of the relief road through the former steel works.

There is no promotion of this new road for those that could use it as an alternative route into and out of Newport! Surely this road would and could take a significant amount of the traffic bound for Newport, therefore reducing the traffic on the M4.

The timing of these consultations cannot take into account benefits derived from this new road and none of the consultations mention any studies that take into account this road.

Interestingly the argument that a new road is needed for the economic growth of Wales doesn't really stack up. The traffic bottleneck is the Bryn Glas tunnels and only at certain times of day; from Newport/Cardiff in the morning and toward Newport/Cardiff in the evening which suggests people are commuting to the Bristol regions and beyond so the only economic growth promoted is the West.

If the Assembly truly wants to improve economic growth in Wales then maybe they should remove the economic barriers that are the Severn Bridges, as the cost to a business of supporting the tolls payable would be prohibitive to a business setting up in Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What I don't understand is that these proposals have been resurrected so soon after the completion of the relief road through the former steel works.

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If the Assembly truly wants to improve economic growth in Wales then maybe they should remove the economic barriers that are the Severn Bridges, as the cost to a business of supporting the tolls payable would be prohibitive to a business setting up in Wales.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What I don't understand is that these proposals have been resurrected so soon after the completion of the relief road through the former steel works.

There is no promotion of this new road for those that could use it as an alternative route into and out of Newport! Surely this road would and could take a significant amount of the traffic bound for Newport, therefore reducing the traffic on the M4.

The timing of these consultations cannot take into account benefits derived from this new road and none of the consultations mention any studies that take into account this road.

Interestingly the argument that a new road is needed for the economic growth of Wales doesn't really stack up. The traffic bottleneck is the Bryn Glas tunnels and only at certain times of day; from Newport/Cardiff in the morning and toward Newport/Cardiff in the evening which suggests people are commuting to the Bristol regions and beyond so the only economic growth promoted is the West.

If the Assembly truly wants to improve economic growth in Wales then maybe they should remove the economic barriers that are the Severn Bridges, as the cost to a business of supporting the tolls payable would be prohibitive to a business setting up in Wales.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has to be the scenario to take forward. There is no justification to take forward any other proposal

### **Q9. Additional comments**

Please provide any additional comments here.

What I don't understand is that these proposals have been resurrected so soon after the completion of the relief road through the former steel works.

There is no promotion of this new road for those that could use it as an alternative route into and out of Newport! Surely this road would and could take a significant amount of the traffic bound for Newport, therefore reducing the traffic on the M4.

The timing of these consultations cannot take into account benefits derived from this new road and none of the consultations mention any studies that take into account this road.

Interestingly the argument that a new road is needed for the economic growth of Wales doesn't really stack up. The traffic bottleneck is the Bryn Glas tunnels and only at certain times of day; from Newport/Cardiff in the morning and toward Newport/Cardiff in the evening which suggests people are commuting to the Bristol regions and beyond so the only economic growth promoted is the West.

If the Assembly truly wants to improve economic growth in Wales then maybe they should remove the economic barriers that are the Severn Bridges, as the cost to a business of supporting the tolls payable would be prohibitive to a business setting up in Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I'm sure it will elevate the traffic problem, but at what cost. The environment is a very delict thing and do we have the right to decimate acers of land and wild life habitat for our own ends. I dont think so

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

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All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' will not in and of itself resolve the issues associated with the M4 corridor around Newport. However in association with complimentary measures that are more affordable and less damaging than those currently proposed they would contribute to a genuinely sustainable and effective solution to the issues identified as opposed to the flawed solutions contained within the consultation document.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scope of SEA is too limited to present a balanced assessment of the wider alternatives. The SEA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As with the SEA the scope of the HRA is too limited to present a balanced assessment of the wider alternatives. The HRA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q7. Health Impact Assessment***

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

As with the SEA the scope of the HIA is too limited to present a balanced assessment of the wider alternatives. The HIA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q8. Equality Impact Assessment***

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

As with the SEA the scope of the Equality IA is too limited to present a balanced assessment of the wider alternatives. The Equality IA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q9. Additional comments***

Please provide any additional comments here.

There are a number of flaws with the consultation as presented here. Most notably there are a number of more appropriate 'reasonable alternatives' including some which have previously been proposed by the Welsh Government but have now been abandoned without any explanation as to why. It would appear that the 'alternatives' presented are not really alternatives but variations to one single solution and as such the consultation fails one of its key criteria.

There are cheaper and less environmentally damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure but would still realise the objectives of the scheme.

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions which appear to offer significant commercial benefit with less damage to nationally significant landscape and represent a more genuinely sustainable transport solution than the solution currently proposed.

Organisation: W E Dowds (Shipping)  
Ltd

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The issues and problems identified in the consultation document need urgent attention in order to improve and assist the economic future and potential of South Wales. The Black Route crosses the North Dock at a point that will materially affect our business unless the height above the dock allows vessels to pass unimpeded into the North Dock and the three warehouses we have situated in the North Dock for the storage of cargo. If the road is at a height that does not allow us to bring vessels into the North Dock then we will risk losing business and/or increasing costs both factors which might materially affect our future. In addition one of our major customers are located in the North Dock and our ability to serve their requirements may be adversely affected and/or lead to an increase in costs.

Furthermore our main offices are located in a position that may be significantly affected by this route. Our business is conducted from these offices and they need to be located in the port. If they are so affected we will not be able to adequately manage our business unless we are relocated within the port and close to our centres of operations.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red route passes close to or through the company of Island Steel. Island Steel are a major customer of ours. Any adverse consequences as a result of this route to Island Steel would have significant adverse effects on our company.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple route passes close to or through the company of Island Steel. Island Steel are a major customer of ours. Any adverse consequences as a result of this route to Island Steel would have significant adverse effects on our company.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Certainly something needs to be done to relieve traffic congestion that occurs after the first exit to Newport from the M4. And it would benefit Newport to have a more direct access road from the motorway, as at present it is, in a sense bypassed. But I can only support a dual carriageway, not a motorway in this sensitive area. And in terms of cost I would prefer the minimum scenario.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

How long do we have to wait for a relief road for the M4. You also need to widen the Pillmawr Road between Caerleon and Malpas as you have closed the entry to the M4 from St Julian's towards Cardiff. The volume of traffic using the lane is now extreme.

The suggestion of using the old Queensway road at Llanwern linking it to the SDR is madness. Already the volume using the SDR is ridiculous and dangerous. Trying to get onto a round about in the area is taking your life into your own hands.

Organisation:

Postcode: CF31

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very worried by the irreversible impact on the environment - flora and fauna (wildlife) and the ground. The environment is special and unique. So I don't like the black route. And I think the consultation document concentrates on the benefits and downplays other measures including improvements to public transport and less damaging road routes. It won't meet all needs as it drives through the dock area of Newport and causes its own adverse impact on businesses.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What applies to the black route also applies to the red route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same applies to the purple route as the black and red routes.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The discussion under this heading is sparse and unimaginative.

We need more thought given to imaginative use of the new road past/through the Llanwern Steelworks.

Adaptation of A48 east of Coldra and Langstone.

Improvement of junctions on Newport's southern distributor road.

Thought given to links in Caldicot and Severn Tunnel Junction areas. More detail.

Thought given to better access between A48 around Crick/Caerwent and south-east corner of Monmouthshire and M48 and/or M4. Bypass roundabouts outside Chepstow.

Longer term evaluation of variable speed limits on M4 round Newport.

Close High Cross junction slip-roads - consider.

All these would help considerably.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I agree with the comments made by the RSPB and the Woodland Trust.

mature deciduous woodlands are irreplaceable - cannot be replaced.

Apart from respect for the environment, one must look at the amenity and tourist value of these special lands.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

What I believe about habitats is like what I feel about strategic environment issues. When it's gone, it's gone.

**Q7. Health Impact Assessment**

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

I do think that motorways have an impact on people living near them. Pollution and noise can be dealt with (best I think) by variable speed limits or 50mph.

**Q8. Equality Impact Assessment**

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

Nothing to say.

**Q9. Additional comments**

Please provide any additional comments here.

Any motorway blockage has a great impact on traffic and on people going about their business. But I very seldom experience or hear about a major hold-up on M4, given its importance and use and the pressure on it at peak times. Some of us time our travel to avoid rush hours, with success.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as the last time (2012 consultation). Hideously expensive, when Wales should be spending money (if it had any) on the creaking NHS, leaking schools, and problems that affect the whole Principality.

Will either not be used, or will leave the existing M4 under-used (like the old Severn Bridge). Or conversely, like the Malpas Relief Road, will end up with the old and new roads clogged, by attracting new traffic.

Even if the damage to the SSIs is 'minimal,' it will cut them off from the rest of Gwent, with a swathe of Tarmac.

Benefits? The main problem with the M4 in Newport is people using it either to get across the city, or using it to get from the Valleys etc to Cardiff or Bristol.

That traffic is all still going to have to use the existing M4.

The new motorway would only benefit through traffic: six lanes of Tarmac through Newport for the economic benefit of other cities.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Probably better than a motorway. Still no use whatsoever for traffic coming south, from the Western or Eastern Valleys of Gwent, or the A449. Or local traffic, wanting to get from east to west Newport, or vice versa, without a detour south of the city.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Is that 'a motorway, but we've wiggled the line a bit from the black route'?

If so, hard to see how it's better than the black route. Or indeed worse, unless you live in Duffryn.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

May 2012, I wasted time, on a day off work, to trail down to the Newport Centre, find a parking space, go through the presentation, ask questions, take a bunch of documents home, waded through a consultation survey...

...and the only difference I can see THIS time is that the extra Brynglas Tunnels option has been dropped.

Seriously, I'm all for democracy. But how many times do people have to go through these consultations, voicing the same concerns/approvals/objections?

The M4 is a problem when there's an accident that shuts one or more lanes. Because that causes gridlock in Newport and beyond.

But mostly, that is, as I said before, LOCAL traffic using the M4 as a LOCAL road for LOCAL journeys. Outside the morning/evening commute, there never seems to be much congestion.

Better public transport, electrifying the rail line, opening new commuter stations, perhaps upgrading the SDR, improving the 'big' roundabouts in Newport (Coldra, Tredegar Park, and Malpas Road - the M4 roundabout AND the Harlequin)...

...all got to be a lot cheaper than a £1bn motorway that will inevitably end up costing twice that and be beset by delays (because big public infrastructure projects always cost way more than projected and come in well late).

And that's it. Until the next consultation in another 17 months???

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Great. Click on the link to read about the SEA. No back button. Go back to start. Log in again...

The trouble with this consultation is that it's taken me an hour or more to get this far. And I simply haven't got the time to read thousands of words and pages of reports to be able to comment in detail on all of it.

Nor, I suspect, have most people. Assuming everyone is able to understand all of it, even if they did plough through it.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See question five.

#### **Q7. Health Impact Assessment**

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

As question five.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
If I follow the link to find out what on Earth an 'Equality Impact Assessment' is, I'll probably have to get back to the start page and log in again to continue the consultation!

**Q9. Additional comments**

Please provide any additional comments here.

Think it 's all covered.

Except: traffic assessments without factoring in train line upgrades already planned, or ahead of the Metro idea are guesswork.

To summarise:

The whole motorway idea is a colossal expense.

That money could be far better spent on, for e.g., think what a fraction could do for our under-performing ambulance service.

It will damage Gwent's environment, for wildlife and for residents, without tackling the real causes of traffic problems on the M4 through the old county: commuter traffic from/to the north of the county,

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am completely opposed to building a 3-lane motorway between Magor and Castleton. I believe that the growth in traffic volume as quoted in the Consultation Document on page 10, figures 3 and 4 does not justify the destruction of a unique and valuable landscape. The traffic forecasts are uncertain and there is no agreement between the experts as to how traffic volume may increase. The route involves crossing 8.5 kilometres of land on Sites of Special Scientific Interest which the Welsh Government claims to care about. The cost of £936 million seems to be more than the country can afford and repaying the loan would leave no resources for other projects. This consultation, in my view, is deeply flawed as public transport has been ignored. The volume of traffic on the M4, especially at rush hours, is boosted by local people, if there was a viable public transport alternative many people might prefer to use that.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route would cause marginally less damage to the environment than the Black Route but I would still object to the construction of such a road. The construction of this route would still destroy valuable habitat and destroy a vast amount of greenfield land. The cost of this project of £830 million would leave no resources to fund other projects.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plan to build a 3-lane motorway on the Purple Route. The route would destroy valuable and unique countryside destroying habitats and threatening the wildlife that lives there. The cost is excessive and repaying the loan would leave few resources to fund other projects.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There are times when the M4 does become congested these are rush hour morning and evening and after traffic accidents. The rush hour congestion implies that it is local people that are using the motorway at these times so an alternative route would ease the volume of traffic. The recently opened road through the steelworks is proving to be very popular with local people as the volume of traffic on it is visibly increasing. This road is not sign posted from the motorway so without local knowledge it would not be used. The 'do minimum scenario' is not an option as a solution to all the M4 congestion but it is preferable to any of the other routes detailed in the consultation. My preferred option, although not officially part of the consultation is Professor Stuart Cole's Blue Route which enhances existing roads, is a third of the price and has the lowest environmental impact.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA of all the three routes is a negative one to greater or lesser extents, they all compare less favourably than Professor Cole's Blue Route using the WeITAG criteria. The starkest contrast is in Landscape and Townscape and Biodiversity where all three proposed routes are graded as Large adverse compared with Neutral for Landscape and Townscape for Professor Cole's suggested Blue Route. The noise, air pollution, light pollution will all have a negative impact on the quality of life of those people living close to these proposed roads.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

All three routes proposed in the consultation have a negative effect on local wildlife and their habitat. In contrast Professor Cole's Blue Route while not being completely damage free is much less damaging. It is difficult to see how this consultation sits along side the Welsh Government's Planning Policy which states "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage." (paragraph 5.2.9) The Blue Route protects the woodlands and provides an alternative route.

### ***Q7. Health Impact Assessment***

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

The impact of all three proposed roads will have a detrimental effect of the health of the people who live near to them. The noise level, the pollution level, the air quality will be worse than it is now. Those of us who made a choice to live in an area that is rural, agricultural and not close to an urban centre did so because we believe that the benefits far outweigh the disadvantages; a motorway will impact severely on the benefits of our environment and cause a significant deterioration in our quality of life. This is an area where many people walk and cycle which brings benefits for their health a motorway in the area will discourage these activities.

The consultation comments on the number of accidents on the current M4 caused by driver error or bad driving habits; surely driver behaviour needs to be improved not the road rebuilt because of this. Sadly accidents happen on roads which are of an excellent standard and in good conditions.

### ***Q8. Equality Impact Assessment***

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

It is difficult to see how building new motorways is going to help improve equality of access for local people as local bus routes are unlikely to use them and cyclists will be banned from using them.

**Q9. Additional comments**

Please provide any additional comments here.

This consultation seems to me to be deeply flawed as it is only looking at the roads. Surely for a consultation on transport to be meaningful it must look at all the available transport in an area not just at the roads and the way in which they are used. There are some exciting public transport initiatives under discussion including a metro system, the Sewta Rail Strategy, rail electrification and the improvement to Severn Tunnel Junction. At present people are forced to use their cars due to lack of alternatives but this could change if even some of these initiatives come to fruition; we might even get back to a pre-Beeching situation when we nearly always caught the train to Newport from either Llanwern or Magor station and only rarely drove to Newport. These initiatives could dramatically reduce the numbers of local people using the M4. At the presentation at the beginning of the consultation when I queried the cost and how the loan was going to be repaid, I was told that the tolls from the Severn Bridges would cover that. I don't find this plausible, when and if the tolls are transferred to the Welsh Government they will be under enormous pressure to reduce them dramatically as they must be the biggest hinderance to economic prosperity in Wales.

Good transport links are an important part of modern life for the economic health of the nation to achieve this I would support Professor Stuart Cole's Blue Route, although it is not part of the official consultation, as it is the solution that could be in place the quickest, cost only a third of the proposed Black Route and have the lowest environmental impact.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no requirement or need for a new road. There is likely to be far less traffic by the time it is completed.. due to massive increases in fuel prices far more people will be using public transport. The environmental disaster caused by a new road, will never justify any limited benefits it may have. All you need to do is improve the existing road and bottlenecks, thus reducing the accidents and road closures and the amount of road works.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no requirement or need for a new road. There is likely to be far less traffic by the time it is completed.. due to massive increases in fuel prices far more people will be using public transport. The environmental disaster caused by a new road, will never justify any limited benefits it may have. All you need to do is improve the existing road and bottlenecks, thus reducing the accidents and road closures and the amount of road works.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no requirement or need for a new road. There is likely to be far less traffic by the time it is completed.. due to massive increases in fuel prices far more people will be using public transport. The environmental disaster caused by a new road, will never justify any limited benefits it may have. All you need to do is improve the existing road and bottlenecks, thus reducing the accidents and road closures and the amount of road works.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The facts and figures that these increased traffic noise and pollution figures are based on, are out of date, and are largely based on incorrect assumptions and data. To imagine that there will be a steady increase in traffic is to ignore the likely hood that the UK and Welsh economy has matured, and any significant growth is very unlikely (dont believe the politicians) . The looming world oil crisis and peak, and huge increases in price means that traffic is likely to decrease by the time this road is completed. Electric vehicles will be far more common than they now are. Trains and buses are currently seeing the biggest growth along with cycling for local journeys.

So the best way forward is for us to stop wasting fortunes and simply improve the standard of the existing M4 to bring it up to date.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan relates to a new three lane motorway south of Newport that aims to minimize environmental impacts while meeting current motorway design and safety standards. In terms of the goals of the M4 corridor project we would like to raise a few points for consideration:- Whilst it is acknowledged that the M4 in this area has a crash rate that is higher than the national average, these are stated to be mainly rear-end shunts associated with the number of junctions and changing numbers of lanes. These are therefore usually low severity incidents. Once changes are made, crash risk should decrease as traffic becomes more homogenous, but there is a risk that the severity of these crashes will increase and will continue to have a significant impact on health, the transport network and the economy.

In addition, whilst the idea of the integrated use of alternative forms of transport is welcomed, there is a risk that the estimated expected use of the "new" road facilities is actually a significant under estimate. It is possible that current congestion has deterred people from using the route but that when a new route is available both the "new M4" and the "existing M4" will see significantly more than expected traffic because people will see any decrease in congestion as positive. Linked to this is the possibility that this will actually deter people from using alternative forms of transport (less congestion, more capacity therefore more reason to use a car) and will actually lead to more wide spread air quality problems.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Response as for question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Comments as for question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given the crash issues, noise issues, air quality issues and the suggestions that current traffic congestion hinders access to work and services, from a public health perspective, the Do-Minimum scenario is not acceptable.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments to make

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments to make

### **Q7. Health Impact Assessment**

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

This is a qualitative assessment but the quantitative environmental health data should also be included, along with cross reference to the data and evidence contained in the other assessment reports. Air quality is a huge issue along the M4 and a key reason for trying to mitigate for all the traffic congestion in the area.

We are pleased that the HIA will be amended and updated with comments from the stakeholder workshop and consultation and strongly advise that a further HIA participatory stakeholder workshop take place at the final project level. This should include a wider range of local stakeholders including residents and those who live and work near the preferred route.

- Social and community influences – name the communities that the severance may affect and what is the socio-economic/health profile of these?
- Living conditions – which communities will be affected by the deterioration of air quality?
- Working conditions – Improved economic outcomes will only result if local people are employed in the new economic developments/centres.

We suggest that the HIA Report include some more detail with regard to air quality and other environmental health data, including an assessment of the potential impacts on crash risk and severity. There should also be greater assessment of the potential for use of alternative transport methods to decrease.

It is a very general assessment at this stage and we would like to see a further HIA carried out at the project level under the WelTAG requirements, including:-

- Defined timescales and geographical parameters.
- Inclusion of named communities and vulnerable groups who may be affected including reference to hospitals, schools, care homes etc in proximity to the preferred route and any impacts that may be incurred (positive or negative)
- more direct involvement/engagement with those residents closest to the chosen route as part of the HIA, particularly those likely to be affected by the construction work/operation of the road.
- Contain the quantitative and qualitative data and evidence in a single document.

### **Q8. Equality Impact Assessment**

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

No comments to make

### **Q9. Additional comments**

Please provide any additional comments here.

No further comments to make

Organisation:

Postcode: LD6

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't agree with the draft Plan as I think the best way to address the problems of the M4 around Newport is with improved local public transport which will have no damaging effect on the environment, water quality and natural habitats.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't agree with the draft Plan as I think the best way to address the problems of the M4 around Newport is with improved local public transport which will have no damaging effect on the environment, water quality and natural habitats.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't agree with the draft Plan as I think the best way to address the problems of the M4 around Newport is with improved local public transport which will have no damaging effect on the environment, water quality and natural habitats.

Organisation:

Postcode: Np15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

The proposal is focused on Newport and Cardiff and the road network. To develop a sustainable economy in South Wales we need to have a fresh creative think ( outside of the box where this proposal thinks we can only live with cars!). Why can,t we look at a border economical development plan across South Wales taking business, new cottage industries across the South Wales valleys and Cardiff and newport. Looking to design a holistic infrastructure. Using rail networks, public transport, home working, cycling and dare I suggest walking to work. Imagine a economic policy for South Wales that empowers people to walk to work. Imagine a true environmental policy that protects the environment and the gwent levels. Wales deserves more than a new Tarmac road! Be bold and think differently, the next generation will thank you.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route. It will damage the Gwent levels & its important environment for ever

**Q9. Additional comments**

Please provide any additional comments here.

Instead of any of these 3 routes, I would prefer improved road structure and better public transport support

Engaging with this consultation, and responding to it was not straightforward

Organisation:

Postcode: CF14

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I unequivocally object to this proposed development. I do not believe that the draft plan will either fully address the problems or achieve the objectives of the M4 corridor around Newport. It would also appear that a number of flawed assumptions have been made in developing the proposed measures and not all potentially viable alternatives have been explored or assessed.

Furthermore the level of damage that the Gwent Levels and associated SSSIs would sustain as a result of the proposed measures is totally incompatible with any form of sustainable development. Protection of these natural resources, especially where alternative and technically and economically viable solutions are readily available should be paramount in decisions of this nature.

There are cheaper and less damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure provide

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' will not in and of itself resolve the issues associated with the M4 corridor around Newport. However in association with complimentary measures that are more affordable and less damaging than those currently proposed they would contribute to a genuinely sustainable and effective solution to the issues identified as opposed to the flawed solutions contained within the consultation document.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scope of SEA is too limited to present a balanced assessment of the wider alternatives. The SEA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As with the SEA the scope of the HRA is too limited to present a balanced assessment of the wider alternatives. The HRA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q7. Health Impact Assessment***

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

As with the SEA the scope of the HIA is too limited to present a balanced assessment of the wider alternatives. The HIA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q8. Equality Impact Assessment***

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

As with the SEA the scope of the Equality IA is too limited to present a balanced assessment of the wider alternatives. The Equality IA should be re-commissioned to allow it to present a robust assessment of all the viable and reasonable alternatives in addition to those included in the consultation.

### ***Q9. Additional comments***

Please provide any additional comments here.

There are a number of flaws with the consultation as presented here. Most notably there are a number of more appropriate 'reasonable alternatives' including some which have previously been proposed by the Welsh Government but have now been abandoned without any explanation as to why. It would appear that the 'alternatives' presented are not really alternatives but variations to one single solution and as such the consultation fails one of its key criteria.

There are cheaper and less environmentally damaging options, including integrated traffic management, investment in sustainable transport, as well as improvements to junctions and existing alternative routes. Viable alternatives, such as upgrading the A48 distributor road or expanding the motorway along its current route exist that would not result in significant and large scale damage to the Gwent Levels. These alternative options also require significantly less capital expenditure but would still realise the objectives of the scheme.

All of these points serve to undermine a flawed consultation and the proposed solution should be re-evaluated with a more rigorous assessment of the various merits of alternative solutions which appear to offer significant commercial benefit with less damage to nationally significant landscape and represent a more genuinely sustainable transport solution than the solution currently proposed

Organisation:

Postcode: CF14

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Long overdue project. Vital to the economic success of the region.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is the most desirable solution to the problems of congestion on the current M4  
I whole heartedly support it.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the draft plan black route on the grounds that it is utterly destructive to the natural environment.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the draft plan red route on the grounds that it is totally destructive to the natural environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the draft plan purple route on the grounds that it is completely destructive to the natural environment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option is clearly far less destructive to the environment than the black, red and purple proposals.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I strongly object to the building of a new motorway on the grounds that it will destroy the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I strongly object to all proposed routes on the grounds that natural habitats will be permanently destroyed.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Obviously, the building of a new six-lane motorway, with hard shoulders, central reservations and new intersections will be seriously detrimental to the health of residents in the areas affected.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. I object to the leading questions in this response form on the grounds that they do not offer sufficient information on alternatives to the proposed routes.

**Q9. Additional comments**

Please provide any additional comments here. I strongly object to all proposed routes. The building of a new motorway through the Gwent levels will destroy wildlife habitats and ancient sites of special scientific interest for ever. There are far less destructive and far less costly alternatives to these proposals which have not been adequately explained to the travelling public. A new motorway in an area already served by an existing motorway is an absurd waste of money.

Organisation:

Postcode: cf14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In my opinion the M4 around Newport currently has the following major problems

Severe congestion at peak periods

Lack of resilience, particularly the 2 lane tunnel sections as demonstrated during the recent fires

Lack of journey time reliability

Risk of accidents due to congestion and junction frequency

Acts as a constraint to economic development as a result of the above.

As traffic increases these problems will get even worse . It is essential for the economic prosperity of South Wales that these problems are addressed and a high quality transport network including reliable, resilient motorway provided.

Due to the constraints of the area the most feasible solution is a route to the south of Newport.

The three route options are similar with the only significant differences being in the River Usk crossing/ Newport Docks area. I believe the Black Route will address the problems with the current M4 and delivers most of the goals. It performs better economically than the other options and hence I believe it is the best route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route has a slightly lower impact on landscape, but otherwise doesn't perform as well as the Black route in terms of goals or economically. It has similar impacts on the Gwent Levels SSSIs and River Usk SAC. It also has more impact on the docks and potential development and crosses a landfill site which will make construction more difficult. It is therefore less attractive than the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route performs the same as the black against the goals and has similar impacts on the Gwent levels SSSIs and River Usk SAC. However it has similar disadvantages as the Red Route and hence is less attractive than the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While inevitably the do minimum scenario will have lower environmental impacts it will not address the problems experienced on the current M4 and achieve the goals for the corridor.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

The M4 is the gateway to South Wales. The recent fires in the tunnels resulting in South Wales virtually grinding to a halt and the congestion experienced at peak periods is a deterrent to economic development of the area. I believe it is essential these problems are addressed.

The Black route is the best performing of the options available. While it will result in some environmental impact, including designated environmental sites, with mitigation I believe this could be kept to a minimum and any resultant impact is out weighed by the benefits of providing a safer, reliable, resilient route into South Wales.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT.

Your report is heavily biased, and does not clearly highlight there are true alternatives to either a dual carriageway or motorway destroying the Gwent levels. I feel it is deliberately misleading to people by quoting colours and indicating the alternative of widening the SDR and planning a properly integrated public transport system as 'DOING NOTHING' as negative.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT

It is disgraceful that your report does not provide rationale for the already agreed upon improvements to the existing M4 and its proposed benefits. If you are looking to improve overall efficiency then this should not be based solely on the car, a fully integrated approach should be considered incorporating upgrades to the existing M4, the SDR, local and national train services, Trams and other means of public transport. If South East Wales is to prosper we need to stop considering Newport, Swansea and Cardiff as separate entities in direct competition with each other. The same is also true of Bristol which I travel to daily. Whilst outside of the Welsh Assembly remit the M4/M5/M32 interchange has recently become a fully managed motorway with vastly improved traffic management, similar improvements on the SDR could be implemented at a far reduced economical and environmental cost than these proposed motorways. Your report assumes that traffic volumes will continue to increase whereas in fact they have reached a plateau. Your emissions comparison works on the assumption that cars on the proposed motorway would be at maximum efficiency and therefore reduce emissions and that cars queuing on the M4 (as is) will continue and therefore be inefficient. However, this is an unfair comparison as a new motorway will result in more cars on both motorways, as people who travel to Bristol would be tempted to return to their cars thereby increasing emissions, there will inevitably be queues on the new motorway as well as the old and local Newport residents will use both motorways as local roads. Overall this would lead to increased emissions as people move away from public transport..

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT

It is inconceivable why the Welsh Assembly is so intent on destroying a very rare habitat, and a SSSI for a road which will cost over a Billion pound, with unsubstantiated claims which are unlikely to come to fruition, a very likely overspend as with all publicly funded projects, which is likely to increase as it will suffer from legal fees and delays due to environmental lobbying and encourage the ire of Newport residents. It is not clear why the SDR could not be vastly improved with motorway style elevated exits to ensure the free flow of traffic

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- NOT destroy a nationally important ecosystem
- NOT destroy a SSSI
- By developing the SDR improve transport and provide an alternative to the M4 when crashes occur on the main motorway. It is reported that an alternative route is required in such circumstances as elsewhere, however the M4 corridor from Didcot to Wales does not offer a true alternative as I discovered on a number of occasions whilst working in and around London.
- NOT waste over a billion pound, the money could be used far more effectively providing an integrated public transport system and help reduce our overall carbon emissions by deterring an increase in local users.

#### **Q9. Additional comments**

Please provide any additional comments here.

This consultation should not have taken place in isolation and should have included a full integrated review of alternatives to reduce overall use of the M4 and other roads around Newport. There is also a large bias around the Bryn Glas Tunnels a managed motorway would improve traffic flows. Please consider my previous comments on alternatives such as

- improve the SDR
- close off some of the M4 junctions (Highcross).
- a proper integrated public transport system

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have registered my concerns and opposition to this proposal on previous occasions and nothing new has changed those views.

With traffic levels decreasing and forecast to decrease further it seems a waste of tax payers money with little benefit to the majority of Wales but of great benefit to Bristol and Cardiff acting as a bypass to the city of Newport.

Far better to invest in a barrage benefiting the whole of Wales.

Almost half of traffic journeys assessed were of less than 20 miles which supports the case for a local integrated solution such as the long talked about Metro system when this goes live and is in existence will attract a large proportion of local traffic away from the existing M4 further reducing the need to spend 1.2 billion pounds.

Far better to Link a new M4 the valleys by going North of Newport if one was needed

By utilising the existing but underused SDR and Queensway routes feeding traffic into Newport city thus assisting with its revival at the same time as reducing congestion at the Brynglas tunnels.

Better to spend the money on Education and hospitals and public transport than another road.

In conclusion Implementation of the SDR route will be a more cost effective solution than a new M4 with less impact on the environment as it will utilise mostly existing infrastructure.

It will divert traffic off the existing M4 which need to access areas of Newport south of the existing M4, relieving pressure on the Brynglas tunnels.

It can be introduced in phases thus providing continuous improvements over time.

It will provide a continuous free flowing route for traffic diverted off the existing M4 in times of emergency. Junction improvements and the completion of the missing Duffryn Link will benefit local traffic all the time which the proposed duplicate M4 will not.

The reduced cost will free up more of the Welsh Government borrowing powers for other projects which may be needed more urgently.

Lets not waste taxpayers money

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have registered my concerns and opposition to this proposal on previous occasions and nothing new has changed those views.

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Lets not waste taxpayers money

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have registered my concerns and opposition to this proposal on previous occasions and nothing new has changed those views.

With traffic levels decreasing and forecast to decrease further it seems a waste of tax payers money with little benefit to the majority of Wales but of great benefit to Bristol and Cardiff acting as a bypass to the city of Newport.

Far better to invest in a barrage benefiting the whole of Wales.

Almost half of traffic journeys assessed were of less than 20 miles which supports the case for a local integrated solution such as the long talked about Metro system when this goes live and is in existence will attract a large proportion of local traffic away from the existing M4 further reducing the need to spend 1.2 billion pounds.

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Better to spend the money on Education and hospitals and public transport than another road.

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It will divert traffic off the existing M4 which need to access areas of Newport south of the existing M4, relieving pressure on the Brynglas tunnels.

It can be introduced in phases thus providing continuous improvements over time.

It will provide a continuous free flowing route for traffic diverted off the existing M4 in times of emergency. Junction improvements and the completion of the missing Duffryn Link will benefit local traffic all the time which the proposed duplicate M4 will not.

The reduced cost will free up more of the Welsh Government borrowing powers for other projects which may be needed more urgently.

Lets not waste taxpayers money

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe a do minimum scenario is appropriate.

With traffic levels decreasing and forecast to decrease further it seems a waste of tax payers money with little benefit to the majority of Wales but of great benefit to Bristol and Cardiff acting as a bypass to the city of Newport.

Far better to invest in a barrage benefiting the whole of Wales.

Almost half of traffic journeys assessed were of less than 20 miles which supports the case for a local integrated solution such as the long talked about Metro system when this goes live and is in existence will attract a large proportion of local traffic away from the existing M4 further reducing the need to spend 1.2 billion pounds.

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By utilising the existing but underused SDR and Queensway routes feeding traffic into Newport city thus assisting with its revival at the same time as reducing congestion at the Brynglas tunnels.

Better to spend the money on Education and hospitals and public transport than another road.

In conclusion Implementation of the SDR route will be a more cost effective solution than a new M4 with less impact on the environment as it will utilise mostly existing infrastructure.

It will divert traffic off the existing M4 which need to access areas of Newport south of the existing M4, relieving pressure on the Brynglas tunnels.

It can be introduced in phases thus providing continuous improvements over time.

It will provide a continuous free flowing route for traffic diverted off the existing M4 in times of emergency. Junction improvements and the completion of the missing Duffryn Link will benefit local traffic all the time which the proposed duplicate M4 will not.

The reduced cost will free up more of the Welsh Government borrowing powers for other projects which may be needed more urgently.

Let's not waste taxpayers money but have a focussed investment for all of Wales

Organisation:

Postcode: SY21

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Byddai hyn yn cael effaith anhygoel o arw ar cynefin sy'n rhyngwladol-bwysig, ac does dim synnwyr ynddi. Rydw i yn erbyn y datblygiad yma.

(Editor's note: translated text)

This would have an incredibly negative impact on habitats of international importance, and there is no sense in it. I am against this development.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Byddai hyn yn cael effaith anhygoel o arw ar cynefin sy'n rhyngwladol-bwysig, ac does dim synnwyr ynddi. Rydw i yn erbyn y datblygiad yma.

(Editor's note: translated text)

This would have an incredibly negative impact on habitats of international importance, and there is no sense in it. I am against this development.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Byddai hyn yn cael effaith anhygoel o arw ar cynefin sy'n rhyngwladol-bwysig, ac does dim synnwyr ynddi. Rydw i yn erbyn y datblygiad yma.

(Editor's note: translated text)

This would have an incredibly negative impact on habitats of international importance, and there is no sense in it. I am against this development.

Organisation: South Wales Fire & Rescue Service

Postcode: NP12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I, as a representative of South Wales Fire & Rescue Service (SWFRS), welcome the opportunity to comment on these proposals.

In the first instance, SWFRS supports the Welsh Governments aims for the M4 Corridor around Newport; in summary:

Making it easier and safer for people to access their homes and workplaces by road, cycling and walking etc.

Delivery of a more efficient and sustainable transport network to support and encourage prosperity.

To produce positive effects on people and the environment

(Page 16; Draft Plan consultation doc).

Black Route:

The principle aim of SWFRS is the reduction of risk in the communities of South Wales with the lowering of road risk a key theme. With this theme at the forefront of our thinking in considering the implications of the draft plan we must be supportive of proposals designed to improve issues of capacity, resilience and more importantly for SWFRS, increased safety across our strategic road network (page 3; Draft Plan consultation Doc).

A significant motivator which attracts our support for 'something to be done' to this section of motorway is the fact that the M4 Motorway between Magor and Castleton does not meet modern motorway design standards, with current incident rates on this section being higher than average for UK motorways (pages 7&16; Draft Plan consultation Doc).

Complimentary measures:

Re-classify existing M4;

Appropriate investment in Bryn Glas Tunnels to align them with comparable current road tunnel safety standards.

M48-B4245;

No comment.

Provide cycle friendly infrastructure;

Essential to provide alternatives to car based transport

Provide walking friendly infrastructure;

Essential to provide alternatives to car based transport

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red Route

As per comments included within Black Route response.

Complimentary measures:

M48-B4245;

No comment.

Provide cycle friendly infrastructure;

Essential to provide alternative to car based transport

Provide walking friendly infrastructure;

Essential to provide alternative to car based transport

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Purple Route

As per comments included within Black Route response.

Complimentary measures:

Re-classify existing M4;

Appropriate investment in Bryn Glas Tunnels to align them with comparable current road tunnel safety standards.

M48-B4245;

No comment.

Provide cycle friendly infrastructure;

Essential to provide alternative to car based transport

Provide walking friendly infrastructure;

Essential to provide alternative to car based transport

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do-Minimum Scenario

Failure to invest in any of the three options is likely to have a negative impact on the published aims attached to the M4 Corridor around Newport.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No Comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

As soon as practicable more detailed plans should be produced and made available for comment/consultation.

Thank you.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The route will resolve a huge issue at Brynglas tunnel where any current closure of the tunnel prevents traffic entering and leaving South Wales. Currently at peak periods the traffic is also very slow between Junnction 28 and the Coldra and this route will alleviate this congestion.

The black route will provide a much needed solution to the transport problems in and around Newport. From where we live in Marshfield it will provide much better access at M4 junction J28 due to a reduction in traffic on the existing M4 and allow us improved accessibility to Bassaleg School and Junction 27 High Cross where I visit my parents and play golf at Tredegar Park Golf Club.

In addition the Newport distributor road will also be easier to travel on due to a reduction in traffic where I regularly travel to Spytty park where my children play sport. This road can become particularly congested at peak times and especially if there is an incident on the M4.

As a resident of Marshfield my only concern will be the solution at the Castleton J29 and that this is far enough way from Property that I am not affected.

Overall the proposal will greatly improve the transport links in South Wales and resolve the transport problems that have been suffered by the people the South Wales for many years.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Provides similar major benefits to the black route.

However this may affect the disposal area site at Newport and it would be nearer the centre of Newport and Duffryn.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similar to the red route answer

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe this is an option as traffic will increase and the traffic congestion will be worse.

**Q9. Additional comments**

Please provide any additional comments here.

The solution to the M4 traffic congestion is long overdue and much needed.

This proposal would provide the solution to the traffic congestion on the M4 Corridor around Newport.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route is not acceptable as it cuts through an area of SSI which is an important natural habitat for rare species and is an important recreational facility for the people of Newport and surrounds. The area attracts tourists and a motorway running through it would seriously damage this activity. This would add to the pollution around Newport. Existing roads could be upgraded such as the A48 and a new route sited through old steelworks sites.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is unacceptable. It goes through land that is designated as a SSSI and shows complete disregard for any environmental or public concerns, except those related to traffic. More motorway/road space will just encourage more people to make more journeys. Your goals may be met in the first instance, but long term this is not a solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is unacceptable. It goes through land that is designated as a SSSI and shows complete disregard for any environmental or public concerns, except those related to traffic management (economic excuses are just that). More motorway/road space will just encourage more people to make more journeys. Your goals may be met in the first instance, but long term this is not a solution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is unacceptable. It goes through land that is designated as a SSSI and shows complete disregard for any environmental or public concerns, except those related to traffic management (economic excuses are just that). More motorway/road space will just encourage more people to make more journeys. Your goals may be met in the first instance, but long term this is not a solution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

By far the best option.

**Q9. Additional comments**

Please provide any additional comments here.

Who invented a questionnaire that doesn't have an end button?

Organisation:

Postcode: CF61

**Q9. Additional comments**

Please provide any additional comments here.

I object to the routes proposed as they have an irreversible impact on precious habitat. Professor Cole's alternative, for example, would minimise such impact and should be considered. We live at a time when decisions taken now could have major ramifications in the future, and this is an opportunity to demonstrate environmental wisdom.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route will create more problems than it solves.

1. Environmentally this plan is a disaster, as it cuts through tranquil wildlife reserves and protected areas.

2. No economic benefits to this route have been proven. It will cost more than necessary and will essentially be a by-pass round Newport where considerable sums of money are being spent to enhance the appeal of the city centre

3. In terms of solving the problem of rush hour traffic levels, this route will make the SDR (A48) virtually obsolete, and will have little impact on the local journeys which clog up the current system. Worse, it will revive the use of so called 'rat runs' to the north of the current M4 such as Pyllmawr Lane.

4. Traffic volumes are forecast to decrease, and there is no sound basis for the projections supplied in the consultation document which assume traffic increase. Building to a higher capacity than is likely is wasteful in terms of money and land. Far better to invest the money in a sustainable scheme by investing in world class public transport, excellent cycle lanes and safer walking zones.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We do not believe Do Minimum, as laid out, is an option.

**Q9. Additional comments**

Please provide any additional comments here.

The task is to overcome peak traffic congestion of a 20% volume, and the reduction of pollution whilst enhancing local living and commuting conditions.

Previous solutions around Newport have created as many problems as they solve, because they have not considered the wider implications of commuting in an environmentally sustainable way, centred around people, rather than the motor car. Newport has become a mess of roads which answer few needs effectively. Newport is currently a dangerous place to walk and cycle. It is our view that the considerable sums of money which will be raised to pay for any of these motorway schemes would be better spent on creating a reliable metro/tram system following north/south, east/west commuter points, excellent cycling ways and safe walking zones .

A point of reference for such systems is Freiburg in SW Germany, where co-ordinated transport and land use policies have tripled the use of bicycles and doubled the use of public transport. A goal of 68% of trips by tram/bike/car has been achieved. In Freiburg, with almost 100km of cycle lanes, and 9,000 bicycles, biking is the easiest way to get around town. A tight grid, easy connections, and integrated tariff system make the use of public transit second nature

The paper here: [http://policy.rutgers.edu/faculty/pucher/Freiburg\\_IJST\\_BuehlerPucher.pdf](http://policy.rutgers.edu/faculty/pucher/Freiburg_IJST_BuehlerPucher.pdf) shows this is attainable with an attitude of integrated planning. We urge you to study this model of good practice before pursuing any more road building.

Organisation:

Postcode: NP20

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- 1 The black route doesn't appear to take account of integrated transport networks. Criteria 15 determines the route to have a negative effect of walking and cycling.
- 2 Significant negative effects will be felt by the local population in terms of loss of heritage, biodiversity, landscape, amenity and townscape with very little benefit.
3. The majority of traffic will pass-by the area with the proposal to construct commercial properties on a significant area of the Gwent levels which is detrimental to inhabitants from all areas both local and further afield.
4. You appear to have 'forgotten' the houses situated adjacent to the proposed black route who will be significantly affected by the noise, emissions, etc both construction and use of the proposed road.
5. The decision to close J25 into Caerleon was clearly a flawed decision when it was made and has provided significant local disruption forcing local traffic into the town area to the detriment of everyone re-opening J25 should be done without having the black route ploughed through a SSSI
- 6 Once building work starts on the SSSI a precedent is set to continue developing until the area is lost.
- 7 The environmental damage, loss of biodiversity, inter-generational losses etc for the sake of saving 20 mins off a journey time is not one as a local resident I am prepared to accept.
- 8 "The Blue Route: a cost effective solution to relieving M4 congestion around Newport" which is a viable alternative.
- 9 As a tax payer the cost of the black route is unacceptable.
- 10 What climate scenarios have been run to take into account flooding a negative effect during the construction phase? It would appear (--) is moderate to adverse not "negligible" as per your comments.
- 11 The route will also affect the River Usk which is at the heart of the city.  
As a resident of Newport I do not want to feel the loss of SSSI, SAC, grade II listed buildings, ancient monuments etc - I want my grandchildren to see the beauty of them.

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Again I see significant negative effects on the natural environment.
2. The route is not a preferred route and will provide little benefit to the residents of Newport and the immediate surrounding areas.
3. Again no account other than passing comment appears to have been paid to an integrated transport network.
4. You appear to be facilitating greater car use rather than alternative means of transport to alleviate the problems locally by using trams or other methods to avoid a new road. You have come to the same conclusion on your comments on Criteria 15.
5. This route will significantly affect Newport docks and the businesses reliant on it - a very poor trade off in terms of keeping business in an already failing city.
6. The route will significantly affect migratory routes and you have provided no alternatives to avoiding the damage. You can change the route of a road it is not so simple to change natural migratory routes without significant environmental impacts.
7. Again I want my grandchildren to experience what it is to stand on the Gwent Levels and value nature - a 3 lane motorway through the heart of it is NOT what I want them to experience

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with my previous submissions this route is unacceptable.

Significant environmental damage will affect SSSI, SAC, heritage etc. The damage to landscape and townscape by your own admission will be significant and lasting. There is no significant benefit at all to building on the purple route.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. I prefer the do minimum option as it will stimulate more creative and environmental friendly solutions to local transport issues. A sustainable transport infrastructure is required for the area.
2. By removing the local traffic using the motorway for 5 miles or less you will alleviate 5% of the bottle neck around the Brynglas tunnels.
3. There is no loss of environmental and thus there will be a net gain to Newport.
4. The siting of an shopping park on one side of the city (Spytty) has meant a lot of local traffic using the motorway to access the facilities - better public transport routes and timings would help alleviate some of the traffic problems.
5. The reliance on a new road to bring in business is not sustainable - there are already large areas of Newport which could be reused for business in areas where heavy industry has already closed down and is derelict. Revitalise the empty pre-used sites before tarmacking over SSSIs etc.
6. Behavioural change is required to encourage commuter car sharing as most of the traffic as per your own survey is by-passing the area. Improve train and coach travel experiences for longer distance travel. Improve local travel infrastructure and incorporate practical cycle and walking routes - if reliable people will use them - I use them even though they are not the best!

We owe it to the next generation to preserve the beauty of the area as much as possible for future generations.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA appears to have a lot of "mitigation" once known - rather like shutting the door after the horse has bolted.

1. The SEA clearly states the negative effects the Black, Red and Purple routes will have on the SSSI, SAC, Ancient Monuments etc - what is there left to say!
2. The Health and Equality Impact Assessments are incomplete so the benefit or otherwise cannot be reported it - therefore the document is incomplete in my view
3. The SEA notes that you cannot avoid the damage and intend to "reduced by mitigating potential effects through sensitive design and construction elsewhere" - how do you intend to mitigate the loss of a SSSI etc??
4. I note you intend to compensate for the loss of the SSSI under construction - how and who will you compensate me, the local council, my children and their children? You cannot pay for nature. A species under tarmac cannot be mitigated or 'bought' off.
5. Whilst I accept that not all considerations can be done at this level in terms of the environment - there appears to be a considerable amount of "considered in more detail at project level" in a number of areas of the SEA especially in relation to water, wildlife etc. Considered means just that - you will consider it and if you feel it is too expensive, doesn't fit in with your plan etc you make a note to say you have considered it and you then file it away.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. It would appear that you have already said this is incomplete so I am confused as to where the document is complete or not.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. It would appear there is confusion over the completeness of these documents - perhaps you could clarify!

**Q9. Additional comments**

Please provide any additional comments here.

The do minimum in my view is the preferred option. The black, purple and red routes bring not advantage to the area and save little commuter time for individuals by-passing Newport. Newport already has significant brown field sites available for re-development without the need to build a road through a SSSI and bring along business infrastructure into the area with all the associated problems they bring.

You cannot 'pay forward' for the loss of habitat or the environment. There are intergenerational considerations for families growing up in the area now, yes we need work, but we also need 'space' and that it was the Wetlands and adjacent areas give us. Redevelop the derelict areas of Newport first, consider better planning and local infrastructure. Spend some of the vast quantities of money available for the building of this road on an local transport network of trams/buses/cycle-ways to alleviate local difficulties which will reduce local traffic on the motorway in the area. Jobs cannot come at any price and the price for this road is both too high in monetary and environmental terms.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to register my opposition and deep concern over the Welsh Government's current plans for an M4 Relief Road (black route) to the south of Newport. I believe it contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

The current consultation is a consultation in name only and offers no meaningful alternative to the construction of a new motorway across the Gwent Levels. I object to the fact that I am compelled to comment on in essence, one option. This is despite of the fact that a viable alternative exists (the blue route), which will cost a third of the proposed scheme, avoid most of the environmental impacts and still achieve the transport aims! Additionally, it appears that Welsh Government has undertaken no work and has no evidence to support the claim that this investment will lead to business growth in south Wales, so at best, this appears to be a spend and hope approach.

Please, please, please, reconsider these ill-conceived plans, protect the unique value of the Gwent Levels and spend what you save on more meaningful, sustainable transport solutions for Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to register my opposition and deep concern over the Welsh Government's current plans for an M4 Relief Road (red route) to the south of Newport. I believe it contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

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Please, please, please, reconsider these ill-conceived plans, protect the unique value of the Gwent Levels and spend what you save on more meaningful, sustainable transport solutions for Wales.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to register my opposition and deep concern over the Welsh Government's current plans for an M4 Relief Road (purple route) to the south of Newport. I believe it contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

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Please, please, please, reconsider these ill-conceived plans, protect the unique value of the Gwent Levels and spend what you save on more meaningful, sustainable transport solutions for Wales.

### **Q9. Additional comments**

Please provide any additional comments here.

I would like to register my opposition and deep concern over the Welsh Government's current plans for an M4 Relief Road to the south of Newport. I believe it contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

The current consultation is a consultation in name only and offers no meaningful alternative to the construction of a new motorway across the Gwent Levels. I object to the fact that I am compelled to comment on in essence, one option. This is despite of the fact that a viable alternative exists (the blue route), which will cost a third of the proposed scheme, avoid most of the environmental impacts and still achieve the transport aims! Additionally, it appears that Welsh Government has undertaken no work and has no evidence to support the claim that this investment will lead to business growth in south Wales, so at best, this appears to be a spend and hope approach.

Please, please, please, reconsider these ill-conceived plans, protect the unique value of the Gwent Levels and spend what you save on more meaningful, sustainable transport solutions for Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that there will be any long term improvement from the M4 corridor relief road, regardless of which plan is finally chosen

Most of the delays on the current road are caused by accidents due to bad driving. What will happen if there are accidents on both roads?

There will be a massive environmental impact from noise, pollution and the destruction of natural habitat along the South of Newport, courtesy of politicians pandering to big business's that have no other reason to support this scheme than getting from A to B a little quicker.

We can build a tunnel under the English Channel but are unable to widen the Brynglas Tunnels?

Will the powers that be continue with these blinkered ideas until every inch of green is covered in tarmac, concrete and brick!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A turkey is a turkey regardless of what colour it's feathers are.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See previous comments.

Organisation:

Postcode: sa44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

the trouble is with building roads is that they generate traffic and we need less car travel.  
so in my view the route does not address the problems and achieve the goals of the m4 corridor around newport as those goals should be to reduce the volume of traffic on the road

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

sorry to repeat myself but the trouble is with building roads is that they generate traffic and we need less car travel.

so in my view the route does not address the problems and achieve the goals of the m4 corridor around newport as those goals should be to reduce the volume of traffic on the road.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

yes, again, the trouble is with building roads is that they generate traffic and we need less car travel.  
so in my view the route does not address the problems and achieve the goals of the m4 corridor around newport as those goals should be to reduce the volume of traffic on the road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

this is the right action to take, combined with park & ride, rail travel enhancements, expansion of bus services, more cycle paths, you get the idea.....

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

sorry but i don't have time to read the sea, but there is no way we should be considering building roads in these areas.

they have been designated for a reason and a road does not justify their reduction or distruction no matter what the sea says.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
car journeys contribute to making people more unhealthy so this is another reason for not building the road

**Q9. Additional comments**

Please provide any additional comments here.  
come on lets have some common sense here  
there are loads of better alternatives, just open your minds to them

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is the best route for the problems with the M4. It has been in the planning off and on for over 10 years and should have most of the problems sorted out by now. The two other options only open up a new can of worms with the planning and the fact it is going through or very near to school. The planed black route can be built with very little disruption to the M4 or the roads in and around Newport. I expect you will get a few problems with the lobby for the birds but that can be sorted the same way that Cardiff did when the they built the barrage and flooded the mud flats they just told the birds to go somewhere else.

**Q7. Health Impact Assessment**

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

The black route is the best route as it is mostly away from built up areas on its entire route

Organisation:

Postcode: NP20

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It seems to me that the draft Plan is the best option and that the sooner it can be implemented the better. Hardly a day goes by without a BBC traffic report mentioning problems on the M4 round Newport.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It does not go far enough to meet the problems.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, it does not go far enough.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, it does not go far enough.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It seems to me that the preferred draft plan takes reasonable account of environmental issues.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I see no reason to disagree with the conclusion in it.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. It seems to me that the assessment contains no reason why the preferred draft plan should not proceed.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Again, there is nothing here to suggest that the preferred option should not go ahead.

**Q9. Additional comments**

Please provide any additional comments here.

I would hope that no new tolls are proposed. The Severn Bridge toll is already an unfair burden on the those who use the bridge and the same would apply to any new tolls arising from the implementation of any of these measures to alleviate the present and likely future problems.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a daily user of the M4, I welcomed the news that the Newport bypass scheme was to be revived, and we were at last to see an easing of the congestion at the Brynglas tunnels. It seems to me that when ever these plans are rolled out, the so called dogooders come out of the woodwork to styme what should be a logical solution to the needs of the everyday user and the hauliers, which have to suffer the accidents and delays, on a daily basis. This (Black Route) is my preferred choice.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The sooner the welsh government get on with this the better, the traffic congestion is definately putting off investment from other areas to the east of Newport, I work for a company in Bristol and a number of times comments have been made as to how on earth I put up with the congestion. The phrase 'tail wagging dog comes to mind'.

Organisation:

Postcode: W4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I agree that the black route should be the preferred option. There needs to be no more long term discussions but a quick firm decision followed by implementation. I have been writing to the Welsh Office ( as was) and more recently the Assembly regarding the deplorable state of the M4 around Newport for several years. As an alternative to the new route I would also support the widening, tunnelling and straightening of the current route although this would clearly cause immense disruption. I cannot understand why the option of widening the tunnels by demolition, cutting and covering is not assessed.

I actually use the M4 regularly to visit elderly relatives west of Swansea and am lucky that I can get through the bottlenecks off-peak. However I firmly believe that the opportunities for business in South Wales are being severely hampered by the lack of proper infrastructure most notably in the M4 around Cardiff (but also in the 3 hour train journey from Swansea to London).

Although it may not be fashionable to say so in Wales, the opportunity of being only between 150 and 190 miles from London for Cardiff and Swansea respectively is being totally missed. This is borne out by the relative lack of traffic on the 2-lane M4 section east of the Severn Bridge.

So although I would support building the new road as sensitively as possible to the environment I believe ultimately that it has to be done.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this is a reasonable alternative.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again I think this is an option. As I am not from the Newport area the details of the differences are difficult to pinpoint. I would support the most environmentally friendly route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option in my view. The economy of South Wales will be stifled by doing nothing. Even widening with the consequent disruption would be preferable.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As stated before I have some sympathies with the need to safeguard the environment but in this case, taking into account the geography of the area and the need for the new road, I believe the balance is in favour of the new road. A balance created by e.g. planting new woodlands would be good.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

I believe the health of residents in Newport would be improved if a new faster road was built. The pollution arising from current congestion is unacceptable.

**Q8. Equality Impact Assessment**

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

No comment.

**Q9. Additional comments**

Please provide any additional comments here.

No additional comments other than to say that I have believed that this road should have been built in the 1990s. In fact all politicians and planners believed that this would be the case. This is highlighted by the earlier decision to widen the M4 from junction 23a to Newport to a lower than average standard. If a general process of improvement and widening had been undertaken since 1990 this acute problem would not now arise.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is acceptable, and it can be seen to impinge as little as possible on the plethora of SSSI's around Newport. Work on the detailed design should start at the earliest possible moment in order to permit construction as soon as funds are available.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is marginally less acceptable than the black route because it imposes more onto land allocated for employment purposes

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is marginally less acceptable than the black route because it imposes more onto land allocated for employment purposes

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a poor idea. Both the UK government (through the Welsh Office) and Welsh Assembly Government have fiddle about with these proposals for decades. It's time to get on with it, before Wales is strangled by poor transport facilities.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There will clearly be environmental damage, but it has been mimimised by following the edge of the SSSI's. There are many clever things that can be done to minimise impact (eg the Newport Wetlands) and reinstatement works are possible for some areas. Consider the fuss about the Pembroke to Tewkesbury gas pipeline, and note how hard it is becoming to find the route across reinstated fields.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

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

No comments.

Organisation:

Postcode: HR1

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route on the grounds that it will cause unacceptable, irreversible damage to a nationally-important (UK) Site of Special Scientific Interest. I consider the route will be futile in addressing the root causes of the problems prompting a new motorway, and that the full scope of sustainable transport options must be exhausted before new roads are promoted.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route on the grounds that it will cause unacceptable, irreversible damage to a nationally-important (UK) Site of Special Scientific Interest. I consider the route will be futile in addressing the root causes of the problems prompting a new road, and that the full scope of sustainable transport options must be exhausted before new roads are promoted.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route on the grounds that it will cause unacceptable, irreversible damage to a nationally-important (UK) Site of Special Scientific Interest. I consider the route will be futile in addressing the root causes of the problems promoting a new motorway/road, and that the full scope of sustainable transport options must be exhausted before new roads are promoted.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly support every effort to traffic- manage and increase vehicle capacity on the existing M4, such as widening, use of the hard shoulder, road pricing with differential rates at different times of the day, incentives to deflect/reduce peak-time flows of local commuters, and anything else that would upgrade and improve the efficiency of use of the M4.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA conclusions should support the safeguard and improvement of the natural environment assets and condition relevant to the draft plan.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The HRA conclusions must support the safeguard and improvement of all EU internationally-important nature conservation features relevant to the draft plan.

### **Q7. Health Impact Assessment**

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

A motorway close to peoples' homes and workplaces isn't healthy, but as vehicle engine design and fuels' quality improves, M4 pollutant loads nearby may fall. Meanwhile, M4 "do-minimum" upgrades should include establishment of tree buffers for pollutant interception for the most- affected people in the corridor.

### **Q8. Equality Impact Assessment**

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

No comment

### **Q9. Additional comments**

Please provide any additional comments here.

I strongly urge and support WAG to live up to its SD goals and mission for this vital issue, essentially to give the utmost attention/backing to the full spectrum of sustainable transport options to ease congestion on the M4 around Newport, and only when these are exhausted, to consider new roads. At that point I would give my backing to the CALM/Professor Cole 'Blue Route', which is clearly a much-cheaper and less ecologically- harmful option than all three of the WAG route proposals. I urge you to give this option serious consideration for WAG endorsement.

There is a body of research and evidence to show that the cost/benefit conclusions used to justify new roads in the UK have often turned out to be hopelessly optimistic and wrong in practice. I would ask that WAG takes every care and trouble to not add the ' M4 corridor solution' to another taxpayers' folly. You must have so many other deserving matters to spend the equivalent money on in Wales...

A new Gwent Levels motorway/bypass or similar impact on this outstanding natural area must be the very last resort, and if it is to happen, then the highest natural environmental quality safeguards must be assured, and large-scale compensatory wetland habitat re-creation must be a major, costed element of the plan.

I think the WAG's backing for a Metro system for SE Wales is a great initiative. Please let a Metro come into being and show the difference it could make, before initiating a motorway across this ancient wetland landscape.

Organisation:

Postcode: np19

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal in full. I support the improvement of the roads to the east and west of Newport for economic, environmental and social reasons. Please don't go ahead with this short sited plan. You must know that building more motorways only encourages more car use. The congestion savings will be short-lived as new travellers take to using the new road. Please adopt the recommendations published by Professor Cole and use the savings to revitalise areas of Newport such as Maindee High St which is an eyesore.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal in full. I support the improvement of the roads to the east and west of Newport for economic, environmental and social reasons. Please don't go ahead with this short sited plan. You must know that building more motorways only encourages more car use. The congestion savings will be short-lived as new travellers take to using the new road. Please adopt the recommendations published by Professor Cole and use the savings to revitalise areas of Newport such as Maindee High St which is an eyesore.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal in full. I support the improvement of the roads to the east and west of Newport for economic, environmental and social reasons. Please don't go ahead with this short sited plan. You must know that building more motorways only encourages more car use. The congestion savings will be short-lived as new travellers take to using the new road. Please adopt the recommendations published by Professor Cole and use the savings to revitalise areas of Newport such as Maindee High St which is an eyesore.

Organisation:

Postcode: CF15

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Black route on the basis of the damage that this route will cause to the Gwent Levels SSSI. Also whilst this proposed road might provide some temporary relief to M4, overall it will create more traffic, which will have an overall detrimental effect on emissions and cause worse traffic congestion elsewhere, therefore giving no long term benefit to journeys on the M4. This road will be of no benefit to Newport itself as it will simply channel more traffic around the city rather than easing access into Newport, which is required to help regenerate the city.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Red route on the basis of the damage that this route will cause to the Gwent Levels SSSI. Also whilst this proposed road might provide some temporary relief to M4, overall it will create more traffic, which will have an overall detrimental effect on emissions and cause worse traffic congestion elsewhere, therefore giving no long term benefit to journeys on the M4. This road will be of no benefit to Newport itself as it will simply channel more traffic around the city rather than easing access into Newport, which is required to help regenerate the city.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Purple route on the basis of the damage that this route will cause to the Gwent Levels SSSI. Also whilst this proposed road might provide some temporary relief to M4, overall it will create more traffic, which will have an overall detrimental effect on emissions and cause worse traffic congestion elsewhere, therefore giving no long term benefit to journeys on the M4. This road will be of no benefit to Newport itself as it will simply channel more traffic around the city rather than easing access into Newport, which is required to help regenerate the city.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am concerned that the consultation document appears to show that the proposed new road claims that the new motorway will reduce emissions. The new motorway will encourage extra road journeys and thereby increase emissions and make air quality worse.

**Q9. Additional comments**

Please provide any additional comments here.

It is agreed that action needs to be taken to improve the east-west transport corridor in the Newport area. However, the proposed new motorway is unlikely to resolve the problem in the long term as it will simply encourage additional road traffic and create congestion and increase emissions elsewhere. Instead the funds that would be required for the new motorway should be channelled into improving public transport, in particular the local railway network. A modern electrified railway network with regular trains from Bristol, Chepstow, Abergavenny, Ebbw Vale and Caerphilly into Newport and Cardiff would offer an attractive alternative to car journeys on the M4, thereby delivering real reductions in emissions and improvements in safety and avoid the need for the proposed new motorway.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wholeheartedly support the proposed plan. The environmental impact will be mitigated by the reduction in traffic exhaust fumes caused by delays in travelling through the existing sub-standard stretch of M4 which makes travelling both a nightmare and poses significant risk owing to the poor design. It is essential and urgent that action be taken. Wales' economic progress is considerably threatened by the present traffic problems and years of delay have made the situation intolerable. I dread driving along the motorway on every occasion I need to use it as it is impossible to gauge your journey time and wastes precious time.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no comments - either the black red or purple routes would be acceptable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no comments - either the black red or purple routes would be acceptable.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is unacceptable and urgent action must be taken.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

None

Organisation:

Postcode: NP12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any loss of ancient woodland. An alternative route can be achieved.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

as for black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

as per black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To a large extent congestion is currently there -directly due to the Planning Policies of different Local Authorities. Before development takes place(viz housing,factories) the infrastructure should be in place.

Most every housing development impacts on the roads-simply adding to congestion.

There appears to be no co-ordinated housing control amongst the various Local Authorities.

Permissions are given with congestion following somewhere along the line.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

as per answer to Q4

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

-

**Q7. Health Impact Assessment**

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

-

**Q8. Equality Impact Assessment**

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

-

**Q9. Additional comments**

Please provide any additional comments here.

There are usually always alternative routes-even underground tunnels in especially sensitive areas.  
E.G. Switzerland,Madeira etc.  
Have these been addressed?

Organisation:

Postcode: SA18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I completely object to the concept of a new motorway route through the Gwent levels. It undermines every word this government has uttered about sustainable development. It will damage SSSIs and nationally important habitat and contribute yet again to missed biodiversity targets.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the principle of, the impact of, and the adequacy of the evidence supporting this route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the principle of, the environmental impact of, and the quality of the evidence underpinning the purple route.

**Q9. Additional comments**

Please provide any additional comments here.

I believe that if Welsh Government truly wishes to embed sustainable development as a primary guiding principle, then they need to know that this preferred strategy proves that they are failing. As an alternative this money should be invested in providing good public transport that would secure equal benefit but reduce reliance on car use. Strategic improvements to existing local networks could also be deployed to alleviate the problems for local users. This proposal fails the basic test of 'could this be delivered any less damaging way'.

I also would like to register my objection to the manner of this consultation and the radio advertisement, which appears to tell respondents what they should think before inviting their views.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It may achieve the desired goals but as with all matters like this there has to be a consideration of the risks vs benefits in implementation. In my opinion the risks to the protected areas through which the proposed route passes outweigh the potential benefits.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route provides what the economy of South Wales needs – which is a new fast, safe, resilient motorway.

We require resilience to the motorway network in south east Wales. The existing road has a pinch point at the Brynglas Tunnels which is a potential deterrent to investors considering central South Wales and further west. We need a fast, direct, motorway by-passing Newport which will provide a consistent and reliable journey time. South Wales is tucked away, against the sea - and with the Valleys stopping swift communications northwards. There is a tight bottleneck on the coast at Newport that forms the entry point to an economic area of 2 million people. If we do nothing we risk South Wales slowly being isolated.

In my 'day job' as a chartered surveyor marketing the largest employment sites and buildings in Wales, I repeatedly find that road communications are of tremendous importance to both existing and potential new large corporate occupiers.

The UK economy is increasingly becoming 'just in time'; we order goods on the internet and expect prompt delivery – so do our businesses who order components from their Tier 1 suppliers. If we do not offer reliability of access then our existing anchor companies could vote with their feet.

If you are locating a business, in many ways there is no real difference between South Wales and the West Midlands, North West or North East. However, if South Wales has a question-mark over it is terms of reliability of access then why take the risk? You might as well take a competing location with greater transport resilience.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is better than the existing M4 but not as good as the Black Route. The bends are quite significant and would slow traffic. We need a fast, resilient and reliable M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is better than the existing M4 but not as good as the proposed Black Route. The bends would slow traffic and potentially be the cause of accidents. I prefer the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We have procrastinated for close to 20 years and the problem has not gone away - instead it has steadily eroded our 'economy offer'.

We require resilience to the motorway network in south east Wales. The existing road has a pinch point at the Brynglas Tunnels which is a potential deterrent to investors considering central South Wales and further west. We need a fast, direct, motorway by-passing Newport which will provide a consistent and reliable journey time. South Wales is tucked away, against the sea - and with the Valleys sitting across the top of the M4 like a blanket, stopping swift communications northwards. There is a tight bottleneck on the coast at Newport that forms the entry point to an economic area of 2 million people. If we do nothing we risk South Wales slowly being isolated.

The UK economy is increasingly becoming 'just in time'; we order goods on the internet and expect prompt delivery – so do our businesses who order components from their Tier 1 suppliers. If we do not offer reliability of access then our existing anchor companies could vote with their feet. If you are locating a business, in many ways there is no real difference between South Wales and the West Midlands, North West or North East. However, if South Wales has a question-mark over it in terms of reliability of access then why take the risk? You might as well take a competing location with greater transport resilience.

Unless we address this bottleneck we will steadily lose our competitive advantage. It is rather like the debate over the original Severn Bridge in the 1980s, by 1995 we had a new Second Severn Crossing - however in effect all this did was push the problem 20 miles inland - because the tunnels have remained a severe bottleneck.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None

**Q7. Health Impact Assessment**

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

None

**Q8. Equality Impact Assessment**

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

None

### **Q9. Additional comments**

Please provide any additional comments here.

Metro - The Metro is a potential major project, which I have been involved with. However, in my view the Metro is about travel 'within the region' rather than travel to the major markets of England.

Usk Bridge Repair - The existing M4 north of Newport dates from the late 1960s, at some point there will be major civil engineering works to replace the Usk bridges or refurbish the tunnels. The impact of a partial closure here will be massive on the Welsh economy.

There has been recent debate about 'The 'Blue Route' - proposed by IWA and Professor Stuart Cole. This is a non-starter - it does not provide what the economy of South Wales needs – which is a new fast, safe, resilient motorway. Indeed, the existing M4 north of Newport wasn't built as a motorway, it was a local by-pass with 5 junctions serving Newport and this is now half the problem, it remains a local by-pass – let's not repeat our error.

The 'Blue Route' is already open, I drove the length of the new road through Llanwern Steelworks a couple of weeks ago. It is not a viable alternative for mass motorway traffic as it is effectively a local suburban route – you go through the steelworks and alongside the new Glan Llyn development (4,250 houses, first phase on site), then past Tesco Extra (watch out for the heavy traffic, then on the Southern Distributor Road past the College, new Morrisons, over the river, transporter bridge and out through Maesglas and Duffryn, emerging by the Statistics Office where there is always a rush hour queue. There are 13 roundabouts or major junctions on this route and this is not a feasible alternative to offer fast 'just in time' traffic heading to Cardiff, Swansea or even Ireland.

This proposal suggests an upgrade of this existing road to fast dual carriageway or even motorway standard – will the residents of Newport accept a high level M-way / dual carriageway road running through their site? I don't think so. It will simply cut the city in two with the employment areas to the south, including a College and other community features. Additionally, we are asking the proposed residents of new houses at Glan Llyn to mix it with M-way traffic – not realistic.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Proposals for development of roads in the wetlands will destroy a vital part of our natural heritage and one that is internationally recognised. Having travelled the M4 in the area on many occasions I do appreciate the need to improve the system but to do so at the expense of a vital part of our heritage and one that can never be recovered is unwise to put at its mildest. The concept that the surrounding areas can be restored once the work is done is a fallacy.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the impact the Black route as well as the Red and Purple routes will have on the Gwent levels and the natural environment.

The whole premise of the plan is based on traffic growth that has not been evident in recent times. The growth projects do not factor in the need to dramatically reduce CO2 emissions by reducing road traffic to meet our international obligations.

Also what economic growth is being assumed is not stated and if this realistic within the National and Global position of South Wales.

It is clear that the problem with the M4 is that it is being used for two purposes "a local road" and a "cross europe road" if the local traffic was reduced the motorway would be adequate.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe there are better solutions to resolving the traffic congestion and lack of economic development than the construction of roads around the South of Newport. Especially when the environmental objects of a low carbon economy and sustainability is considered.

It is just as likely addressing these questions will reduce the traffic on the M4.

Again the proposed scheme just solves one problem by damaging the environment in the Gwent levels and moving the misery of road noise and pollution to another place.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe the Purple route offers any advantages and I object to it on the same grounds as the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario would effectively maintain the status quo as I do not believe the traffic volumes will grow unless encouraged by road building and ignoring the need to reduce road traffic to achieve our Global emission targets.

The do minimum scenario should factor in the Public Transport options that should have been considered in this consultation.

I note that a large proportion of the traffic on the M4 is travelling less than 20 miles which can be addressed by public transport systems such as light railways.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA uses the same assumptions about traffic growth and the unaddressed question of reducing CO2 emissions and as such is not a "strategic" environmental assessment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The report highlights the impact on the natural environment that all the considered schemes and is the basis of my objection.

Mitigation is not a viable option.

**Q7. Health Impact Assessment**

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

This assessment is based on the very questionable traffic growth projects and gives very little value to the health benefits of the natural environment.

**Q9. Additional comments**

Please provide any additional comments here.

I strongly object to this misguided proposal which does not take a long-term strategic view which will damage the environment and waste Tax Payers money.

Organisation:

Postcode: OX4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed new route will irreparably damage an important and internationally recognised wetland areas. I do appreciate the need for improved transport in the area (having travelled that route at peak hours) but this should not be done at the expense of an important part of the Welsh heritage. The concept that remedial work following the construction, or the designation of other sites as replacements is flawed ecologically and cannot work.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Development of existing road links and public transport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Development of existing road links and public transport is the appropriate solution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Develop existing road links and public transport.

Organisation:

Postcode: Sa19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think this route will

Organisation:

Postcode: N1

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I now live in London because there are no jobs in Newport. I love Newport. I lived there all my life until recently. Over the years I've seen my city decay through ineptitude, carelessness and apathy, bordering on contempt. Newport has an immensely important and fascinating history. This has been utterly taken for granted and literally smashed to bits by an appallingly incompetent city council while the Welsh Government looked on.

Newport, however, remains an incredibly special place. It's also surrounded by beautiful scenery. The Gwent Levels are a stunning place, unique in the world, providing a refuge for wildlife and Newport's beleaguered citizens alike. The Levels also draw visitors to the area.

I understand that the government in England wants to embark on another "hyper-project" to generate money (curiously, instead of building much needed homes and aiding the economy for everyone). While I have reservations regarding both the stated intention and effectiveness of the project, building a motorway straight through or near such an important reserve is an abhorrent suggestion.

"Cost" will be used as justification without knowing its true meaning. The cost to the ancient ecosystem and pristine environment will be fatal. The cost to the people of Newport will be massive. Its citizens have been kicked and kicked. There is no art gallery, its fine art degree (once considered one of the best in the world) has been axed, its mural smashed to bits, there is a heroine epidemic, all of its shops are shut and it appears all but crest-fallen. There's even talk of taking away the ancient ship discovered on the banks of the Usk. The cost to Wales will be devastating. It is a Welsh city. It is, in fact, the first city many people encounter when they enter our country. What does Newport's sorry state say about the Welsh government and people?

If you allow this to happen, you are abandoning a place of irascible character, consigning it to a fate of heartless commercialism and urban drudgery. You will be consigning Wales to that same fate. Have some pride in your office, in Wales and do not take this wonderful city for granted any longer. Enough is enough.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to the disruption to wild life

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to the disruption to wild life

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object due to the disruption to wild life

**Q9. Additional comments**

Please provide any additional comments here.

Improved rail services and station or metro style transport system would be better.

Organisation:

Postcode: cf72

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object, it will destroy nationally important and unique areas for wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object, it will destroy nationally important and unique areas for wildlife.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object, it will destroy nationally important and unique areas for wildlife.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There are other alternatives, including improved public transport and upgrading the existing infrastructure, such as the southern distributor road. These alternatives would be more cost effective and have environmental and health benefits compared to the proposed new motorway.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I feel that the effect on biodiversity is likely to be greater than has been stated and the importance of designated sites such as SSSI's has not been given proper consideration or mention.

**Q7. Health Impact Assessment**

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

Although reducing traffic from the existing m4 site may have a short term benefit to the health of the local Human population, in the mid to long term there will be benefits and will have negative consequences. The loss of biodiversity and green spaces has not been fully considered in relation to Human health and well being. Ecosystem services will be negatively affected and this is related to human health.

**Q9. Additional comments**

Please provide any additional comments here.

The consultation process is not clear and is likely to deter a large proportion of the general public from completing it.

The proposals do not clearly state the proposed new roads run through several SSSI sites nor state the impact this will have.

The proposals have not given proper thought to more cost effective alternatives such as upgrading the existing infrastructure, including public transport alternatives.

The proposals focus on short term benefits to business and economy, in the long term with increased traffic forecasts, more roads are likely to be proposed!

Businesses and economic growth can be achieved without these new roads!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I Object to this route as it is

- very expensive - likely to be £1.25billion but an alternative (Prof Coles Blue Route) is £380
- has significant ecological implications for the Gwent Levels SSSIs, USK SAC, and other designations (direct and indirect impacts)
- it will impact upon the hydrology of the Gwent Levels - which after all is a wetland
- It does not create a modal shift towards public transport
- it will generate 'induced' traffic and thus create more (not less) greenhouse gases (including significant greenhouse gases embedded in concrete)
- There is no evidenced based economic or transport rational for the road (see Prof Stuart Coles Blue Route report) and thus there are significant concerns about the traffic modelling and cost benefit appraisal.
- It goes against the Governments 'Sustainable Development' duty, their commitment to halt the loss of biodiversity by 2020, to use an ecosystem approach to decision making, to create a modal shift away from car usage, to reduce greenhouse gases emissions from the transport sector etc.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I Object to this route as it is

- very expensive - likely to be £1.25billion but an alternative (Blue Route) is £380
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- It goes against the Governments 'Sustainable Development' duty, their commitment to halt the loss of biodiversity by 2020, to use an ecosystem approach to decision making, to create a modal shift away from car usage, to reduce greenhouse gases emissions from the transport sector etc.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I Object to this route as it is

- very expensive - likely to be £1.25billion but an alterative (Blue Route) is £380
- has significant ecological implications for the Gwent Levels SSSIs, USK SAC, and other designations (direct and indirect impacts)
- it will impact upon the hydrology of the Gwent Levels - which after all is a wetland
- It does not create a modal shift towards public transport
- it will generate 'induced' traffic and thus create more (not less) greenhouse gases (including significant greenhouse gases embedded in concrete)
- There is no evidenced based economic or transport rational for the road (see Prof Stuart Coles Blue Route report) and thus there are significant concerns about the traffic modelling and cost benefit appraisal.
- It goes against the Governments 'Sustainable Development' duty, their commitment to halt the loss of biodiversity by 2020, to use an ecosystem approach to decision making, to create a modal shift away from car usage, to reduce greenhouse gases emissions from the transport sector etc.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the 'do minimum scenario' should be combined with Prof Stuarts Coles Blue Route option

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I believe that the SEA significantly flawed - as it represents 3 similar options it does not look at reasonable alternatives e.g. Prof Coles Blue route

### ***Q9. Additional comments***

Please provide any additional comments here.

I propose that the Welsh Government looks at Prof Coles Blue route option, combined with closing junctions on the M4 in order to reduce the local traffic which makes up 43% of the traffic.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object. The current motorway is perfectly adequate, and countryside should be protected

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the proposal for the motorway. The Gwent Levels are a precious resource, linked to the environment in and around them. They serve to support a raft of important species and the thought of a massive road dividing them is distressing. Such a split would compartmentalise the habitat, reducing its potential at a time when we should be joining landscapes up to give habitats and species a chance to flourish in these challenging times.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I refer to my answer to question 1 where I strongly object to any road that will harm the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I refer to my answer to question 1 where I strongly object to any road that will harm the Gwent Levels.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improve the existing road structures; avail yourself of underused roads already in existence. Improve local and county wide bus services; improve train services; reopen closed stations; make better use of traffic slowing to control the flow.

**Q9. Additional comments**

Please provide any additional comments here.

Surely we can find a better way to resolve these issues without spending £1 billion. Please note that numbers of vehicles using the current M4 have dropped and presumably will continue to drop as people find other ways to shop and work rather than sitting in their cars. Have you considered that a bypass for Newport might just do that and what will happen to the town's economy then?

Organisation:

Postcode: CF62

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Satisfactory solution provided it's final routing can be tweaked to minimise impact on sensitive woodlands, SSSIs & wildlife.

Also it is imperative that NO junctions are constructed (other than at each end) as these inevitably attract undesirable further development & create more congestion.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Pretty useless. This will just fill up with local traffic and increase congestion in and around Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Satisfactory solution provided it's final routing can be tweaked to minimise impact on sensitive woodlands, SSSIs & wildlife.

Also it is imperative that NO junctions are constructed (other than at each end) as these inevitably attract undesirable further development & create more congestion.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This doesn't address the problem at all. The M4 would continue to be a bottleneck.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly OBJECT to the proposed motorway. And I strongly OBJECT to the proposed dual carriageway. I believe the construction of any route will damage for ever the area on and around the Gwent Levels, their biodiversity and their important habitats for wildlife and the wonderful landscape. I wrote before to OBJECT about the plans some years ago. I am disappointed to see the plans are being raised again.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the proposed plans on the grounds that it will damage this hugely important environment for wildlife and the character of the Gwent Levels and surrounding areas

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Once again, I OBJECT most strongly to this area of Gwent becoming a corridor for motor vehicles when we should be preserving our natural heritage for the generations to come.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am finding these questions difficult to answer. There is too much information. The format is complicated. The information is in very small font.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

And I am finding these questions difficult to answer too.

There is too much information.

The format is complicated.

The information is in very small font.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Well at least the font was bigger but again an overload of information is leading to 'information fatigue'.

But I OBJECT to the motorway proposal and the dual carriageway proposal on the grounds that the environment, the biodiversity and the wildlife will suffer. All are important to this part of Gwent.

### **Q7. Health Impact Assessment**

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

I OBJECT to the proposed plans.

### **Q8. Equality Impact Assessment**

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

I OBJECT to the proposed plans

### **Q9. Additional comments**

Please provide any additional comments here.

There should be improvements in the public transport systems.

There should be improvements in the RAILS systems with more places to park at both railway stations and the coach and bus stations. I use both train and coach but the cost and difficulty of parking doesn't help me chose this more environmentally sound method of travel.

The A48 distributor road needs upgrading.

I cannot believe that this proposed Motorway project will come in on a budget of £1 billion. With inflation, rising costs and the inevitable time delay through consultations the cost is going to rise.

I believe the Welsh Government could spend this money more wisely elsewhere.

This huge expenditure favours the South-east of Wales. You are in danger of creating tensions of a north/south divide

It ignores the other areas of Wales which need funding for their projects

I volunteer for an environmental group - it breaks my heart to see this proposal being raised again.

I don't want my patch of Wales become a traffic corridor

Organisation:

Postcode: SY23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route as this would have an adverse impact on biodiversity, and damage the nationally important wildlife and the landscape of the Gwent Levels. This for me outweighs any perceived benefits of the M4 corridor around Newport.

The estimated loss of up to 60ha of SSSI may be less than 1.5% of the total SSSI, but allowing this to happen has the potential to devalue the designation, and opens the gates for other "small losses" in the future. If a site has been designated then the value of this designation needs to be upheld.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route as this would have an adverse impact on biodiversity, and damage the the nationally important wildlife and the landscape of the Gwent Levels. This outweighs any perceived benefits of the M4 corridor around Newport.

The Red Route crosses the River Usk SAC and SSSI, which is an important wildlife corridor, an essential migration route and key breeding area for many nationally and internationally important species. The new road would also cross the Gwent Levels SSSIs. This is unacceptable. As with the Black route, allowing this to happen has the potential to devalue the designation, and opens the gates for other "small losses" in the future. If a site has been designated then the value of this designation needs to be upheld.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route as this would have an adverse impact on biodiversity, and damage the the nationally important wildlife and the landscape of the Gwent Levels. This outweighs any perceived benefits of the M4 corridor around Newport.

The Purple Route would cross the River Usk SAC and SSSI, which is an important wildlife corridor, an essential migration route and key breeding area for many nationally and internationally important species. The new road would also cross the Gwent Levels SSSIs.

This is unacceptable.

Allowing the Purple route to go ahead has the potential to devalue the designation, and opens the gates for other "small losses" in the future. If a site has been designated then the value of this designation needs to be upheld.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the 'Do Minimum' scenario as there will be no adverse impact on biodiversity.

**Q9. Additional comments**

Please provide any additional comments here.

I understand that the current M4 infrastructure does not provide adequate capacity, but I do not support the destruction of designated sites around the Gwent Levels to solve this issue.

Instead, I support the development of sustainable public transport, car-sharing schemes and enhancement of the existing road network. I personally am prepared to accept longer car journeys in the future in the knowledge that habitats and their wildlife have not been sacrificed.

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will destroy priceless habitat. I do not wish to see this happen.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will destroy priceless habitat. Again I do not wish to see this happen.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will destroy priceless habitat.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

More working from home. Better public transport. Subsidised public transport.

**Q9. Additional comments**

Please provide any additional comments here.

Please please don't destroy our natural habitat. What will be left for our kids?

Organisation:

Postcode: np10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

object - it will totally spoil one of the best local areas in South Wales for leisure activities as well as destroying the flora and fauna

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

object

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
impact on noise levels, air quality

**Q9. Additional comments**

Please provide any additional comments here.

would prefer the £1 billion to be spent on NHS, education, Also would like the WG to explore some of the other alternatives especially improving the SDR and rail links/Metro The Gwent Levels are an important area of biodiversity as well as providing an exceptional place for leisure activities in an increasingly urbanised environment

Organisation:

Postcode: CF83

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new roads which would harm the rare habitat of the Gwent Levels - a nationally important wildlife resource. The only acceptable proposal is to improve the existing carriageway.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new roads which would harm the rare habitat of the Gwent Levels - a nationally important wildlife resource. The only acceptable proposal is to improve the existing carriageway.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new roads which would harm the rare habitat of the Gwent Levels - a nationally important wildlife resource. The only acceptable proposal is to improve the existing carriageway.

**Q9. Additional comments**

Please provide any additional comments here.

As a user of public transport, I want to see more new trains and buses with extended hours of service so that its use becomes more attractive and cars are seen less as a status symbol. More roads simply lead to more cars. As a resident of Caerphilly I want to see the train line between Caerphilly and Newport reopened and more train stations provided.

The "Southern Distributor road" (A38) should be upgraded. Newport city centre is dying with shops and services moving out to out of town developments which are extremely unpleasant places which are not worth the effort that accessing them by inadequate public transport entails.

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all three proposals, as the damage to the Gwent Levels will be extensive, both during the construction stage and the final road structure.

This is a unique area within Europe, with diverse species and an echo system built up over many centuries.

Although all the options show the new roads only skirting the SSI sites, the work involved in the construction would necessarily not be contained within this tight area.

Vehicle movement in the area would be greatly increased with the construction traffic, causing bigger problems for road users as is the experience with the present arrangements.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all three proposals, as the damage to the Gwent Levels will be extensive, both during the construction stage and the final road structure.

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Although all the options show the new roads only skirting the SSI sites, the work involved in the construction would necessarily not be contained within this tight area.

Vehicle movement in the area would be greatly increased with the construction traffic, causing bigger problems for road users as is the experience with the present arrangements.

**Q9. Additional comments**

Please provide any additional comments here.

I object to all three proposals, as the damage to the Gwent Levels will be extensive, both during the construction stage and the final road structure.

This is a unique area within Europe, with diverse species and an echo system built up over many centuries.

Although all the options show the new roads only skirting the SSI sites, the work involved in the construction would necessarily not be contained within this tight area.

Vehicle movement in the area would be greatly increased with the construction traffic, causing bigger problems for road users as is the experience with the present arrangements.

These SSI sites are legally protected, to ensure that they are protected from development.

In time of economic restraints, is this the best use for the money which could improve housing and other more pressing problems.

As the nip point is the Brynglas tunnels, surely there must be more viable solution in enhancing the road in this area.

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the currently preferred route unnecessarily cuts through a swathe of the Gwent Levels SSSIs, a unique area of Wales that should have minimum impact imposed upon it by developments such as this road. The Assembly Government is obliged to have regard to the environmental impact of its proposals and it seems to me that this project is spectacularly capable of an alternative route for the road which I would propose, namely the so-called "blue route" suggested by Professor Stuart Cole. This alternative would provide the necessary relief of the bottleneck of the Brynglas Tunnels while better protecting the Levels and saving a huge amount of public money. While the Brynglas Tunnels are a bottleneck, the serious delays occur when there are accidents along the Newport stretch of the M4 and as a daily user of the road I seem to recall that the incidence of accidents was markedly less during the period a few years ago when the speed limit was limited to 50mph. While a speed limit of that nature is in one way regrettable ie. it lengthens journeys - though only really marginally - nevertheless reducing the number of accidents has obvious financial benefits not to mention the avoidance of the misery, pain and suffering of those unfortunate enough to be caught up in them. So a permanent speed reduction would I believe assist. If the relief road is built, however, then it the route and option should be chosen which has the least environmental impact and costs the least to the public purse. It is not inevitable that the most prestigious and costly option (even if it is the one mentioned by the UK Prime Minister whenever he refers to the grant of borrowing powers to the Assembly!). I would propose that the "blue" route be included in an extended period of consultation (with any such additional work on the "blue" route as may be deemed necessary being carried out prior to such extended consultation).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see response to Question 1. Additionally I would wish to suggest that the proposed "blue" route is precisely what is required by way of a measured response to the steps necessary to ameliorate the present problem of the Brynglas Tunnels pinch-point, while at the same time providing improved access to south Newport, particularly for industry, and it should also be noted that the interchanges proposed along the "blue" route will be of motorway quality (ie uninterrupted priority for the through traffic) while not interrupting the local north-south traffic either.

I find it incomprehensible that the options currently put forward in this consultation do not include the "blue" route particularly as it has been generally in the public domain for some considerable time, though recently having been made the subject of more detailed study by Prof. Cole who has produced a functional and practical scheme which will do what is required and at reasonable cost. Constructing a motorway through the Gwent Levels as the currently proposed routes do will be an avoidable travesty. Without proper consideration of the "blue" route this public consultation is in my opinion fundamentally flawed and needs to be challenged.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see responses to Questions 1 and 2 above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see responses to Questions 1 and 2 above.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have no comment to make regarding the SEA save to say that on looking at the map on Page B26 it is clear that the currently proposed routes of the relief road need to be avoided.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have no comment to make on the HRA save that this project affords the Assembly Government to demonstrate its commitment to protect the Welsh environment by deciding against the three options which are the subject of this current consultation.

**Q7. Health Impact Assessment**

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

I have no comment to make on the HIA.

**Q8. Equality Impact Assessment**

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

I have no comment to make on the EIA.

**Q9. Additional comments**

Please provide any additional comments here.

I have no further comment. Thank you.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THIS PROPOSAL. Grounds of objection:

1. Irreversible damage to the wildlife and landscape of the Gwent levels. Conservation and wildlife organisations will have outlined this objection in detail.
2. Poor use of public money. Better uses include abolition of the Severn Crossing tolls, the toll booths are a much greater cause of delay than Newport M4, abolition would open up Wales more for economic development and use of Cardiff airport, construction of a tunnel from Van Road, Caerphilly to the M4 at Thornhill opening up the Rhymney valley and relieving pressure on the Tredegar House and Coryton junctions, expansion of the capacity of the Bryn Glas tunnels.
3. Newport will be in a motorway noose all around and close to the city. The vague proposals to re-designate the M4 will not undo the existing irreversible damage to the north of Newport including the 14 locks canal area. The new road would damage irreversibly the south of Newport with noise spoiling human enjoyment of the RSPB reserve and other important areas for birds as well as further damage to the Tredegar House area. All motorways are congested at busy times and are affected by accidents. Do the writers of the consultation ever use any other motorways? Traffic projections may be overstated with the increase in digital technology and home working and the need to transfer travel from private to public. I have had far more hold ups at the toll booths than on the Newport M4. It is possible to close some existing junctions. All motorways and tunnels have to have maintenance. If noise levels are a concern why were houses built so close to the M4? The draft proposal is very biased in its underestimate of the adverse effects on biodiversity of the surrounding environment of the proposed road. The proposal underestimate improvements that can be made to the existing M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THIS PROPOSAL. Grounds of objection:

1. Irreversible damage to the wildlife and landscape of the Gwent levels. Conservation and wildlife organisations will have outlined this objection in detail.
2. Poor use of public money. Better uses include abolition of the Severn Crossing tolls, the toll booths are a much greater cause of delay than Newport M4, abolition would open up Wales more for economic development and use of Cardiff airport, construction of a tunnel from Van Road, Caerphilly to the M4 at Thornhill opening up the Rhymney valley and relieving pressure on the Tredegar House and Coryton junctions, expansion of the capacity of the Bryn Glas tunnels.
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### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT TO THIS PROPOSAL. Grounds of objection:

1. Irreversible damage to the wildlife and landscape of the Gwent levels. Conservation and wildlife organisations will have outlined this objection in detail.
2. Poor use of public money. Better uses include abolition of the Severn Crossing tolls, the toll booths are a much greater cause of delay than Newport M4, abolition would open up Wales more for economic development and use of Cardiff airport, construction of a tunnel from Van Road, Caerphilly to the M4 at Thornhill opening up the Rhymney valley and relieving pressure on the Tredgar House and Coryton junctions, expansion of the capacity of the Bryn Glas tunnels.
3. Newport will be in a motorway noose all around and close to the city. The vague proposals to re-designate the M4 will not undo the existing irreversible damage to the north of Newport including the 14 locks canal area. The new road would damage irreversibly the south of Newport with noise spoiling human enjoyment of the RSPB reserve and other important areas for birds as well as further damage to the Tredgar House area. All motorways are congested at busy times and are affected by accidents. Do the writers of the consultation never use any other motorways? Traffic projections may be overstated with the increase in digital technology and home working and the need to transfer travel from private to public. I have had far more hold ups at the toll booths than on the Newport M4. It is possible to close some existing junctions. All motorways and tunnels have to have maintenance. If noise levels are a concern why were houses built so close to the M4? The draft proposal is very biased in its underestimate of the adverse effects on biodiversity of the surrounding environment of the proposed road. The proposal underestimate improvements that can be made to the existing M4.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A lot more could be done as outlined in response to loaded questions 1 to 3 above.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See comments in response to loaded questions 1 to 3 above.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See comments in response to loaded questions 1 to 3 above.

### **Q9. Additional comments**

Please provide any additional comments here.

The consultation has had little publicity and the drop-in exhibitions were biased and one sided with no information how to join objecting groups..

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that any increase in traffic capacity generated by this route can in no way be justified by the ecological damage the route will cause. As such I strongly object to it. The legal protection offered to many parts of the Gwent Levels as SSSI's and SAC's are being ignored in this process. Much of the Wildlife on the levels is found no where else in Wales, and once it is lost it will be gone forever. In addition to this, the staggering cost of the build in a time when traffic volumes are no longer increasing can in no way be justified.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route. Enhancing the existing network is a far more affordable and ecologically less damaging alternative.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route. Enhancing the existing road network is a far more affordable and ecologically less damaging alternative.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Instead of the do minimum option, spending a small proportion of the budget of the draft plan on enhancing existing routes around Newport would bring considerable benefits at a reasonable cost without decimating the wildlife in this unique habitat. Hence I object to this option as it is not a reasonable alternative to the draft plan.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This assessment does not tackle in any way the true nature of the damage that this road will cause. The fragmentation of Wales largest Wetland habitat cannot be mitigated for. There are some comments within this document which are at best disingenuous and at worst lies.

These comments are namely;

"only a negligible length of reed would be affected"

and

"The net benefit for biodiversity is considered to be positive in the long-term."

The fragmentation of a centuries old habitat of interconnecting waterways can never be undone.

Existing viable populations of flora and fauna will have their ranges reduced and many will certainly be forever lost from Wales.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Gwent Levels has the highest level of legal protection, yet it appears this protection counts for nothing. It is the purpose of the habitat regulations to protect habitat, and that protection must apply equally to a private land owner and the state alike. Selective adherence to this legislation undermines the entire basis of the regulatory system.

### ***Q7. Health Impact Assessment***

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

There is a very real danger that if the draft plan is implemented that Newport will become a traffic island surrounded by Motorways. These hard barriers to Newport will have a huge detrimental effect on the people of Newport. Boxing them in and separating them from the fantastic wildlife on the levels and estuary.

### ***Q8. Equality Impact Assessment***

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

The proposed new road schemes will degrade the quality of life for all of the inhabitants of Newport, but especially the poorer communities adjacent to the proposed route.

### ***Q9. Additional comments***

Please provide any additional comments here.

This consultation process has been established in a manner that makes commenting on the process unnecessarily difficult. The main issues I have with the process are;

- 1) The selection of the terminology of "draft plan" when "preferred route" would be much more accurate,
- 2) The complexity of the questioning,
- 3) The excessive size of the reference documents,
- 4) A lack of automatic submission when advancing to the next question,
- 5) A dilution of the pertinent points inside a mass of loosely associated text,
- 6) The lack of a comparison to improve the existing available routes within the consultation.

Organisation:

Postcode: Np16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whilst i understand the need for roads to be developed as the volume of traffic increases, i disagree with the black route because of the loss of ssci on the lowlands.

Organisation:

Postcode: Np15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to any attempts to drive motorways or any  
Access roads over Gwent flats

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The object will go through beautiful countryside and important wildlife areas.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It may address the problems of congestion but wildlife matters more

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Could public transport be better? It would cut down on CO2.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to object to this proposal. A new road system has recently been opened south of the M4 which joins up to an existing 'southern ring road' around Newport. So, as an alternative already exists to the M4 I see no need to pave over more countryside. Instead of building more roads to ease congestion more should be done to improve public transport and encourage people to use it.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to object to this route, for the same reasons given in Question 1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to object to this route, for the same reasons given for question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am more in favour of this option.

**Q9. Additional comments**

Please provide any additional comments here.

Rather than spend huge amounts on a new road I would rather see it used to improve community services, upgrade public transport and improve parking for the Royal Gwent Hospital. The current parking for the hospital causes me far more frustration than the thought of congestion on the M4.

Organisation: SWWITCH

Postcode: SA4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q1. SWWITCH supports the conclusion that the current motorway provision is lacking in respect of capacity and resilience leading to peak hour congestion and poor journey time reliability. This has been the subject of significant anecdotal evidence through the former South West Wales Economic Forum to the SWWITCH Joint Committee. SWWITCH supports the view that the 'black route' as identified in the draft Plan document represents the most pragmatic solution to rectifying the issues of capacity and reliability at Newport. Whilst the role of the M4 and its enhancement is extremely important to the connectivity of the Swansea Bay City Region, SWWITCH would like to register concern that such a commitment should not result in reductions to Welsh Government Transport Funding for South West Wales. Current grant funding has been very low over the term of the Regional Transport Plan and it would therefore be of great concern if a commitment to this scheme would prolong current low funding levels. This would slow down the plans to increase connectivity to and from area of regeneration within the City region

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

SWWITCH is not best placed to provide specific comments in relation to the alignment of the options considered in the plan as we are not aware of the implications of these alignments to current land uses and designations. SWWITCH would however be supportive of these proposed options over that of the aforementioned 'black route' if their development on a phased basis would cause less disruption to Welsh Government funding packages and minimise the financial uncertainties to SWWITCH transport schemes.

It is noted that both the red and purple routes travel through areas identified for employment use and while regeneration is undoubtedly an excellent additional benefit to the scheme, SWWITCH would be concerned if the pursuit of this regeneration detracted from the strategic nature of the road through the imposition of numerous junctions which might reduce capacity and reliable through-put for this link.

SWWITCH is very supportive of the opportunity to provide strategic walking and cycling infrastructure as part of this project and would be an excellent signal of intent in support of the Active Travel Bill on the part of the Welsh Government. SWWITCH would urge that if this proves to be a feasible option that the route treatments and alignments be carefully considered to construct routes which are away from general road traffic where possible, and perhaps could take advantage of some of the greenfield areas which will be adjacent to the road alignments.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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SWWITCH is very supportive of the opportunity to provide strategic walking and cycling infrastructure as part of this project and would be an excellent signal of intent in support of the Active Travel Bill on the part of the Welsh Government. SWWITCH would urge that if this proves to be a feasible option that the route treatments and alignments be carefully considered to construct routes which are away from general road traffic where possible, and perhaps could take advantage of some of the greenfield areas which will be adjacent to the road alignments.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum' scenario cannot be considered to be sustainable for the long term. SWWITCH would not consider this to be an appropriate response to the anticipated increase in traffic flows.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

SWWITCH is concerned at the potential impact of schemes on the highly sensitive environmental areas under consideration. SWWITCH urges the Welsh Government to work with relevant agencies to avoid and reduce impacts on habitats and biodiversity.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

SWWITCH is concerned at the potential impact of schemes on the highly sensitive environmental areas under consideration. SWWITCH urges the Welsh Government to work with relevant agencies to avoid and reduce impacts on habitats and biodiversity.

**Q9. Additional comments**

Please provide any additional comments here.

**Introduction**

SWWITCH is the South West Wales Integrated Transport Consortium a partnership of four local authorities comprising Carmarthenshire County Council, Neath Port Talbot County Borough Council, Pembrokeshire County Council and the City & County of Swansea. The consortium is charged with developing transport policy and delivering transport projects in the region, working closely with the private sector, local interest groups and the Welsh Government.

**General Comment**

SWWITCH believes that the current capacity of the M4 around Newport is detrimental to economic regeneration and inward investment in south West Wales. In the context of the Swansea Bay City Region and the key part that connectivity has to play in developing and sustaining economic activity, the resilience and capacity of the M4 in east Wales does need to be improved. It is important that improvements take place as soon as possible and are not delayed into the next decade. There is a once in a generation opportunity with the electrification of the South Wales Mainline and enhanced capacity on the M4 to create a truly “connected” South Wales.

Organisation:

Postcode: NP4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q1 - Q3. I do not believe these are necessary and I believe that they are damaging to a unique set of habitats. I therefore object to them. Re Q4 the consequences of do nothing are less to me than the consequences of options 1-3.

I believe the sum of money involved is excessive and not value for money. Upgrading of the A48 docks way and work on junctions 28 and 29 to ensure local traffic is attracted off the motorway seem a better option. Improvements in local railway and other public transport is more in tune with the need for environmental protections.

I'd like to point out that I now use the motorway a couple of times a month or so, but for the previous 20 years used it on a daily basis for commuting to work.

Organisation:

Postcode: np10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with the new black route not only will it have a detrimental effect on the newport wetlands and rural location of marshfield but also the home values of the residents the it will be affect.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with the red route as this will have a detrimental effect on both land wild life and home values.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with the red route as this will have a detrimental effect on both land wild life and home values.

Organisation:

Postcode: np23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

the black route although going through some wildlife reserves as with most new roads there is some upsetting of wildlife but as soon as the building of the motorway as finished the enviroement gets back to normal.It must be better for the people of Neport to take the pollution away from built up areas.Also the delays on this stretch are terrible and costs companies a lot of extra fuel queing all the time which the cost is transferred onto the customers

Organisation:

Postcode: CF32

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black, purple and red route options are all unacceptable. No amount of traffic or travelling inconvenience is worth destroying nationally important habitat when we are already responsible for more ecological damage than should ever have been allowed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable. I object to the Purple route and red and black routes as their creation will involve the destruction of a landscape that could never be replaced. The Gwent Levels are nationally important for a number of different reasons and their loss would be devastating to wildlife and to Welsh people.

**Q9. Additional comments**

Please provide any additional comments here.

There are many other options that should be explored before we spend £1 billion on destructive and devastating infrastructure. Public transport in Wales leaves much to be desired and makes travelling by public transport difficult for commuters. Improving rail and bus services to reduce the number of cars that need to be on the road would significantly improve the situation without a new motorway. Improvements to existing roads would be the next best scenario. Please do not consider the sacrifice of the countryside, which we cannot afford to sacrifice, for the good of the economy.

Organisation:

Postcode: SA3

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans for development of the M4 corridor through the Gwent Levels. The Severn Estuary region comprises a large area of internationally important habitat for birds, and continued development further depreciates its ecological value. Projects such as the Cardiff Bay Barrage have already removed large tracts of mudflats and as a contracting party to the Ramsar Convention, 1971, we must find an alternative that does not contravene our obligations.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans for development of the M4 corridor through the Gwent Levels. The Severn Estuary region comprises a large area of internationally important habitat for birds, and continued development further depreciates its ecological value. Projects such as the Cardiff Bay Barrage have already removed large tracts of mudflats and as a contracting party to the Ramsar Convention, 1971, we must find an alternative that does not contravene our obligations.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans for development of the M4 corridor through the Gwent Levels. The Severn Estuary region comprises a large area of internationally important habitat for birds, and continued development further depreciates its ecological value. Projects such as the Cardiff Bay Barrage have already removed large tracts of mudflats and as a contracting party to the Ramsar Convention, 1971, we must find an alternative that does not contravene our obligations.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Addresses the problems of capacity, resilience, safety and sustainable development very well. Would provide safer, easier and more reliable travel East-West in South Wales, while retaining existing transport networks for local users. It would give more reliable journey times and improve road safety.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route would not provide an adequate standard of route for through traffic, would inevitably be degraded by connections to the existing local road network, and pass close to Duffryn with its residential estates.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Even worse than the Red Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does not provide a solution to the present problems of delay, unreliability, and road safety associated with the existing M4. The A48 round the south of Newport was not designed as an alternative to the M4, but only as a local distributor to serve premises close to it.

Organisation:

Postcode: Np16

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as all routes will do irreversible damage to the gwent levels.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as this route will do irreversible damage to the gwent levels.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object as route will irreversible damage the gwent levels.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to upgrade the A48 and improve rail links.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I now live in Durham but the village where I grew up was ruined by the construction of the M4. I vowed never to be a motorist. The noise and violence of cars permeates the country, their ugliness ruins many a historical streetscape and the risk of death and injury always accompanies any trip to any town-centre. I cannot travel locally on Sunday as there are few or no buses. Meanwhile motorists have the sheer stupid cheek to complain about "congestion."

The kind of short-term thinking that leads to this absurd proposal is merely destructive and irresponsible.

Organisation:

Postcode: NP11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will be a wildlife tragedy. Endangered species will become even rarer. The area will become polluted and ugly.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will be a disaster for our endangered wildlife

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will be a disaster for endangered wildlife!!!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will achieve nothing. There needs to be very little advantages to anyone.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There are other alternatives:

-Public transport improvements

- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro

Also, are there other things the money could be spent on?

**Q9. Additional comments**

Please provide any additional comments here.

This overall development will not be good for wildlife and is not needed as the M4 does not get congested often.

Organisation:

Postcode: Np16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the draft plan black route. While acknowledging there are delays on the M4 during peak times, building more roads is not a sustainable solution. More road space will drive up vehicle use to road capacity once again. We need more imaginative solutions to issues.

The section of road is only congested at peak times. To solve these short term problems these "solutions" very expensive and environmentally destructive

Alternative solutions that are already proving effective should be extended including slowing speeds further & perhaps limiting cross town connection traffic at peak times. I'm sure our planners have any more ideas up their sleeves.

The loss of the habitats which have many designations, will be a loss to the people of Newport and South Wales forever

If we want to spend some money to develop this area I'm sure better ways can be found for direct investment into Newport. Elimination of the outrageous Severn Bridge tolls would be an excellent place to start.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route for the same reasons as I do the black route the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route for the same reasons as for the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the "do minimum" scenario.

There should be no further development in this environmentally sensitive area.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The effects on the areas with multiple environmental designations will negative and irreversible. It seems obvious that the traffic predictions are "guesses" at best. Can we rely on estimates of significant traffic growth after many years of stagnation.

We should comply with environmental designations, protect our valuable areas for future generations and seek alternative solutions during those peak periods when there is an issue.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The points made in the previous answer are again relevant. This is a rare and valuable environment for our wildlife.

**Q7. Health Impact Assessment**

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

Health issues will be met by considering and implementing sustainable solutions to congestion issues faced

**Q9. Additional comments**

Please provide any additional comments here.

I object to these proposals and would suggest we consider alternatives

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Are there better things that £+1 billion can be spent on in Wales?

I would also object to the Welsh Government raising local taxes to pay for these developments, that would not be acceptable on many counts

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a conservationist and zoologist I strongly object to the draft plan, due to the effects it would have on the Gwent Levels and its nationally important wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a conservationist and zoologist I strongly object to the Red Route, due to the effects it would have on the Gwent Levels and its nationally important wildlife.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a conservationist and zoologist I strongly object to the Purple Route, due to the effects it would have on the Gwent Levels and its nationally important wildlife.

**Q9. Additional comments**

Please provide any additional comments here.

I would strongly support improvements to be made to public transport services, such as lowering fares to promote its use, particularly with regards to rail services.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the creation of any new motorway or major road corridor across the Gwent Levels. The levels landscape should be protected from such damage, particularly when there are other options for alleviating congestion around Newport. The habitats that make up the levels, particularly the wet grasslands and reens that are recognised as nature reserves or by having SSSI status are the last remnants of a much more natural area which existed there. Spending time in the levels is still very good for the human spirit, and if we give such areas away in the name of the illusion of progress there will be nothing to show future generations.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments on the Red route are identical to those for the Black route. I object to the creation of a new motorway or major road corridor across the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments on the Purple route are identical to those for the Red and Black routes. I object to the creation of a new motorway or major road corridor across the Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

The Blue route should not have been excluded from this consultation. It offers a workable solution to the problem of congestion around Newport at a fraction of the cost of the Red, Black and Purple routes without destroying large tracts of the important and vulnerable habitats that are found on the Gwent Levels. I reject the decision that has been made to favour infrastructure development over the conservation of irreplaceable natural heritage. It is a fallacy to suggest that economic development - jobs, value-add businesses - can only be increased by building huge infrastructure projects and, in the process, valuing the natural environment at zero. Re-consider the Blue Route - using the Llanwern steelworks access road and upgrading the M48 and Southern Distributor Road. This would save a lot of money which could be used to create sustainable long-term jobs in Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black route in the draft plan as it will cause damage to the Gwent Levels

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i object to the red route as it will damage the Gwent Levels

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route as it will damage the Gwent levels

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do not have sufficient expertise to comment

**Q9. Additional comments**

Please provide any additional comments here.

Upgrading the present A48 as an adjunct to the M4

Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route.

Up until recently I lived in the levels region. The landscape is unique but overlooked in my view as it can often look "scrubby". Having lived in the area I appreciated the wonderful variety of birds, in particular majestic herons, barn, tawny and little owls, in addition to the bats, newts, butterflies and moths, to name just a few, all in my garden. Given how industrial Newport is with lots of brownfield sites, with existing docks routes, it is appalling that that consideration is being given to building a three lane motorway on such a unique landscape, not just in Wales but in the UK.

I am not sure it will achieve the problems - the M6 near Birmingham remains just as congested regardless of the new toll road. In my daily commute to Cardiff, my main issue was not the M4 but the A48M - this will presumably remain just as congested regardless of the proposals on offer. One of the main issues with the M4 is the general disregard of drivers in relation to speed limits.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although I understand the need to improve the transportation of goods and people across the Gwent Levels, I strongly object to the building of another major road. The levels need protecting because of their very special habitat. To divide them by building a major road will cause irretrievable damage. It would be far better to improve the existing road and increase access and efficiency of public transport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As previous page

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As previous page

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of the Black Route and its complementary measures, as it will forever change the landscape of the Gwent levels. In addition it will lead to unnecessary and unwarranted development along the corridor of the route, as has occurred at many points along the existing M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any development across the Gwent levels will change the landscape forever, leading to unnecessary development along the corridor of the route.

All of the route options will cut directly through four nationally important Sites of Special Scientific Interest with a direct loss of valuable wetland habitat.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any development which cuts across the Gwent levels, destroying habitat, wildlife and disrupting the lives of those who live there.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Southern Distributor Road should be upgraded to deliver a viable alternative route, together with the route through the old steelworks road. The junction at Tredegar Park is already overused, and needs remodelling, so that work could take into account the additional traffic that would use an alternative route.

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Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All 3 routes in the draft plan will cut through designated sites of national importance for wildlife, permanently degrading their value. These are not environmentally sustainable options.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All 3 routes in the draft plan will cut through designated sites of national importance for wildlife, permanently degrading their value. These are not environmentally sustainable options.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All 3 routes in the draft plan will cut through designated sites of national importance for wildlife, permanently degrading their value. These are not environmentally sustainable options.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

All 3 routes in the draft plan will cut through designated sites of national importance for wildlife, permanently degrading their value. These are not environmentally sustainable options.

**Q9. Additional comments**

Please provide any additional comments here.

Other elements of our infrastructure, including the existing road network and public transport, would be a better target for the level of funding involved. Investment in, for example community services, libraries, etc to improve residents' quality of life should also be a higher priority.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all suggested new routes in the draft plan.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed new routes in the draft plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all the proposed new routes in the draft plan.

**Q9. Additional comments**

Please provide any additional comments here.

1. £1billion could be spent in better ways for the benefit of all Wales.
2. Improve public transport and rail services.
3. Upgrade A48.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Gwent Levels are the largest area of ancient grazing marsh in Wales and one of the largest in Britain. The Levels are diverse and extremely rich in wildlife including many rare plants and insects.

It has also been registered as a Landscape of Outstanding Historic Interest.

I strongly object to the Black Route because it cuts through several national Sites of Special Scientific interest and will result in a considerable loss of wetland habitat. The route will damage the integrity of the whole ecosystem around the Gwent Levels and this damage will be irreversible. It is irrelevant whether the route addresses the problems and will achieve the goals of the M4 Corridor around Newport. The damage to the environment caused by this proposal is unthinkable, leaving habitats degraded and rare species of wildlife very vulnerable with probable extinctions.

The proposed black route cuts across the River Usk which has been designated under European legislation as a Special Area of Conservation.

I could not object more strongly to the proposal.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Gwent Levels are the largest area of ancient grazing marsh in Wales and one of the largest in Britain. The Levels are diverse and extremely rich in wildlife including many rare plants and insects.

It has also been registered as a Landscape of Outstanding Historic Interest.

I strongly object to the Red Route because it cuts through several national Sites of Special Scientific interest and will result in a considerable loss of wetland habitat. The route will damage the integrity of the whole ecosystem around the Gwent Levels and this damage will be irreversible. It is irrelevant whether the route addresses the problems and will achieve the goals of the M4 Corridor around Newport. The damage to the environment caused by this proposal is unthinkable, leaving habitats degraded and rare species of wildlife very vulnerable with probable extinctions.

The proposed red route cuts across the River Usk which has been designated under European legislation as a Special Area of Conservation.

I could not object more strongly to the proposal.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Gwent Levels are the largest area of ancient grazing marsh in Wales and one of the largest in Britain. The Levels are diverse and extremely rich in wildlife including many rare plants and insects.

It has also been registered as a Landscape of Outstanding Historic Interest.

I strongly object to the Purple Route because it cuts through several national Sites of Special Scientific interest and will result in a considerable loss of wetland habitat. The route will damage the integrity of the whole ecosystem around the Gwent Levels and this damage will be irreversible. It is irrelevant whether the route addresses the problems and will achieve the goals of the M4 Corridor around Newport. The damage to the environment caused by this proposal is unthinkable, leaving habitats degraded and rare species of wildlife very vulnerable with probable extinctions.

The proposed purple route cuts across the River Usk which has been designated under European legislation as a Special Area of Conservation.

I could not object more strongly to the proposal.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would generally support these proposals.

### ***Q9. Additional comments***

Please provide any additional comments here.

I would prefer to see more money invested in improved public transport, in particular the rail system, in South Wales. An improved rail network with more stations and more trains would take some transport off the congested routes along the M4.

There is also an alternative in upgrading the A48 west from Magor all the way to Bridgend.

In short there are far better things in South Wales on which this money could be spent.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of the motorway - the amount of traffic has not increased significantly over the last eight years and other measures can be put in place instead of the expense of building this motorway.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of this motorway - my previous comments for question 1 also apply

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i object to the building of this motorway fro reasons stated in question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think other measures such as using the new Llanwern road, improve rail services and upgrade the A48 and Southern Distributor road would be a much more sensible and economical way of addressing any problems.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA does not protect the environment of the Gwent levels and also the environment of Magor and Undy

**Q7. Health Impact Assessment**

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

The residents of Magor and Undy will be affected by this proposed action

**Q9. Additional comments**

Please provide any additional comments here.

- a) Improvements to the A48 to the south of Newport would make a significant impact on congestion problems on the M4.
- b) A48 option could be extended through the Llanwern road.
- c) Improved rail services and additional stations.
- c) Cost - none of the options have any costings -as Janet Jones Chair of the Federation of Small businesses says - if the Welsh Office commits the vast majority of its transport budget to an expensive M4 RR then it will severely limit its capacity to fund other transport infrastructure projects across Wales. Is this proposal acceptable value for money. Professor Stuart Cole also agrees of the benefit of upgrading the A48.
- d) Current trends of traffic are not rising as suggested by the report.

Organisation:

Postcode: CF37

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the intended routes and the damage they would do to a beautiful area and the flora and fauna within.

Wildlife and particularly birds are already suffering dramatic declines in population and the destruction of the Gwent Levels will only add to the problem.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed route and the irreversible damage it will cause to the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I OBJECT to the proposed route and the destruction of the Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

It should now be obvious that construction of motorways only encourages further road usage and vast environmental damage. If the road was built factory units, distribution centres and service stations would inevitably follow further degrading the landscape.

Public transport alternatives should be used i.e.buses, trains etc. Many of the commuters using the roads travel alone and measures should be undertaken to encourage car sharing.

The financial cost of 1 Billion to build the road and destroy the levels is obscene.

Far better to use this money on public transport or the health service.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Upgrade M48 corridor.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We believe the Black Route is the most intrusive of the options presented. The impact of the route across the St Brides SSSI can be reduced by adopting the purple route. We also believe that the Black Route could adversely affect the operation of the Port of Newport, particularly during construction.

The complementary measures are helpful to the city of Newport. They maintain access to the city from both the existing M4 (as a re-designated road) and from the Southern Distributor Road, A 48.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route as a two-lane dual carriageway simply does not do the job needed. It leaves the existing M4 as the primary Motorway route, which remains below M-way standards.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This takes the southern motorway solution, moves it deeper into allocated employment land and reduces the impact of Newport docks. By following the more northerly route and following the line of the railway, the impact on the St Bride's SSSI is reduced.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We will not dwell long on this. We believe the nature of the traffic congestion and its recorded economic and health impact rule out this option.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We disagree with the conclusion that a new motorway would detract from the setting of the Transporter Bridge. The beauty of the Transporter Bridge is that it is a preserved example of 19th and early 20th Century bridge technology. It is already now set in the context of a 21st century city. Its cultural value is enhanced by being seen in the context of the other bridges across the Usk – Railway Bridge, Town Bridge, Footbridge, George Street Bridge, Transporter Bridge and existing motorway bridges to the north. The addition of a 21st Century motorway river crossing would set the Transporter Bridge in its true context – of a town seeking to renew and grow in the 21st Century. To allow the Transporter Bridge to constrain that statement would be a mistake and a misinterpretation of what cultural heritage means.

It is clear, and always has been clear, that a motorway to the south of Newport could have a detrimental effect on the natural environment there.

The assessment that has to be made – in the context of an industrial town and its transport requirements, an economic region and its transport constraints and the economic needs of Wales as a whole – is the balance that is to be struck between economic and environmental considerations. We believe that steps already taken to reduce the impact of the new motorway by adopting a more northerly route closer to the steelworks site, together with the adoption of the purple route, sway the balance in favour of the motorway development.

The development of a new motorway also brings improvement to the air quality in and around Newport. This is a not insignificant consideration for this city and the health of people living in Newport.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There are nearly 2 million people living in what could be described as the Cardiff or South East Wales city Region, served by the M4 corridor. Such a population cannot be served economically or in transport terms without some impact on flora and fauna. The question to be answered in this context is: How can the impact be minimised. Measures available in the 21st Century allow us to identify potential harm and mitigate it – in sharp contrast to the earlier development of South Wales and a coal exporting and steel producing centre. We have to be realistic in accepting that there are already 2 million people and associated settlements. We must strike a balance between economic and environmental considerations.

#### ***Q7. Health Impact Assessment***

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

We note that the purple route offers the most significant health advantages. We are particularly concerned that any proposed solution that does not involve a significant traffic shift from the existing M4 and, by association, a downgrading of the existing M4, would have no effect of the pollution levels at critical AQMAs.

#### ***Q8. Equality Impact Assessment***

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

We note that the only significant negative equalities impact comes from the do minimum scenario.

### **Q9. Additional comments**

Please provide any additional comments here.

This response takes account of M4 CEM consultation. That detailed assessment ruled out widening the M4, or enhancing the A48 and concluded that a relief dual carriageway to the south of Newport provided the best solution of those offered at the time.

The M4 problems identified during that CEM process remain and are well documented.

1) We note that the complementary measures proposed are essential to the project. We particularly welcome the downgrading of the existing M4 from Magor to Castleton and the introduction of a link from the M48 to Severn Tunnel junction. We believe this will greatly help the integration of road and public transport.

2) We acknowledge the need for infrastructure investment in other parts of Wales but conclude that such projects, are not relevant to this consultation.

3) In the light GVA figures released at the beginning of December, it is clear Wales faces an economic challenge and the barrier presented by a congested M4 must be addressed effectively.

4) Although a new road is important this should always be viewed in the context of the wider development of integrated transport solutions across South East Wales, particularly the development of improved rail links.

5) Southern Distributor Road in Newport enables traffic to access the city. Any solution that changes that status would fulfil predictions that Newport could be isolated by traffic relief scheme. Existing access to the city would be enhanced by a motorway removing congestion. By taking through traffic away from the existing M4 and retaining the links into the city from a downgraded section between Magor and Catleton, access to the city would be improved while at the same time easing traffic flow for through traffic.

6) The steelworks access road is now the access road to 4,000 homes plus commercial developments at Glan Lyn, the former steelworks site.

7) Any new road should be paid for by using borrowing powers and not through any new tolls or by using existing SRC tolls.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

I appreciate the congestion on this part of the M4 needs addressing, but support the alternative blue route.

I believe that the choice should be to spend £380m on improving dual carriageways through Newport to provide an alternative to the Brynglas tunnels - without any serious environmental impacts - instead of spending at least £1billion on tearing a road through the tranquil countryside of the Gwent Levels SSSIs - a landscape which fully deserves recognition as a wetland of international importance under the Ramsar Convention.

<http://www.clickonwales.org/2013/12/cost-effective-way-to-by-pass-m4-brynglas-tunnels/>

The State of Nature report is very clear that our wildlife and habitat is in decline, our economy is in decline and there is an option available here to address the problem, without destroying vital habitat and at a much reduced cost.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with any motorway or extensive new road building in the Gwent Levels. This is due to the destruction of the sensitive environment, and the fact that most of the time the existing network is adequate, however could be improved

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway or extensive new road building in the Gwent Levels

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway or extensive new road building in the Gwent Levels

**Q9. Additional comments**

Please provide any additional comments here.

I think that more thought should be given to the improvement of the existing M4 route - possible re-alignment and improvements to tunnels. Also the A48 distributor route could be improved in standard.

Using up energy, natural resources and green (or other) space just so that people can move in mostly private transport quicker (in theory) is not good for the environment or its inhabitants. A new motorway may encourage people to use cars more, rather than less which has been agreed internationally - contributing to global warming, loss of biodiversity, and health issues

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed black route. I travel from Magor to Swansea on a regular basis at various times of the day, the only major area of congestion is during peak times (eg Friday afternoons) where cars slow down approaching the Brynglas tunnel causing traffic speeds to fluctuate.

If the issue of the Brynglas tunnel was addressed ie widen then the existing motorway could remain in place without disruption.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the proposed red route. I travel from Magor to Swansea on a regular basis at various times of the day, the only major area of congestion is during peak times (eg Friday afternoons) where cars slow down approaching the Brynglas tunnel causing traffic speeds to fluctuate.

If the issue of the Brynglas tunnel was addressed ie widen then the existing motorway could remain in place without disruption.

The black & red options will destroy the Gwent levels affecting wildlife.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the proposed black route. I travel from Magor to Swansea on a regular basis at various times of the day, the only major area of congestion is during peak times (eg Friday afternoons) where cars slow down approaching the Brynglas tunnel causing traffic speeds to fluctuate.

If the issue of the Brynglas tunnel was addressed ie widen then the existing motorway could remain in place without disruption.

**Q9. Additional comments**

Please provide any additional comments here.

In my opinion to spend £1 billion on this relief road is a complete waste of money. As someone who has lived in the area for 13 years I only experience delays on the M4 at the Brynglas tunnels at peak times as mentioned previously. It would be far more cost effective to manage this area of the motorway at peak times with speed controls for example that are in place around the M42 if it is not possible to widen the tunnels to 3 lanes.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I oppose the construction of the black route. I would like to see a cost effective sustainable option. The cost of building the black route is high in comparison to any measures to increase the use of public transport, cycling and in particular to enhance existing infrastructure. I am surprised that the proposals don't attempt to properly clearly quantify the health benefits of a less car dependent scenario; something that is increasingly part of a public health agenda for the future. The consultation document does not seem to quantify the overall uniqueness of what will be lost. The detriment to landscape, heritage and biodiversity can be quantified separately but no where does the document properly evaluate the scarcity of this type of landscape in Wales. If it did, it ought as well to evaluate the possible economic value of that uniqueness in terms of tourism and recreation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I oppose the construction of the red route. I would like to see a cost effective sustainable option. The cost of building the red route is still high in comparison to any measures to increase the use of public transport, cycling and in particular to enhance existing infrastructure. I am surprised that the proposals don't attempt to quantify the health benefits of a less car dependent scenario; something that is increasingly part of a public health agenda for the future. The consultation document does not seem to quantify the overall uniqueness of what will be lost. The detriment to landscape, heritage and biodiversity can be quantified separately but no where does the document properly evaluate the scarcity of this type of landscape in Wales. If it did, it ought as well to evaluate the possible economic value of that uniqueness in terms of tourism and recreation. The proposal also falls short in not estimating the negative economic impact on the Newport Harbour which will be impacted by bridging.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I oppose the construction of the purple route. I would like to see a cost effective sustainable option. The cost of building the purple route is still high in comparison to any measures to increase the use of public transport, cycling and in particular to enhance existing infrastructure. I am surprised that the proposals don't attempt to quantify the health benefits of a less car dependent scenario; something that is increasingly part of a public health agenda for the future. The consultation document does not seem to quantify the overall uniqueness of what will be lost. The detriment to landscape, heritage and biodiversity can be quantified separately but no where does the document properly evaluate the scarcity of this type of landscape in Wales. If it did, it ought as well to evaluate the possible economic value of that uniqueness in terms of tourism and recreation. The proposal also falls short in not estimating the negative economic impact on the Newport Harbour which will be impacted by bridging.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that there can be more than a do minimum. I would like to see a cost effective sustainable option. This means taking a positive look at the value of investing to significantly increase the use of public transport, cycling and in particular to enhance existing infrastructure.

I am surprised that the proposals don't attempt to quantify the health benefits of a less car dependent scenario; something that is increasingly part of a public health agenda for the future. The consultation document does not seem to quantify the overall uniqueness of what will be lost. The detriment to landscape, heritage and biodiversity can be quantified separately but no where does the document properly evaluate the scarcity of this type of landscape in Wales. If it did, it ought as well to evaluate the possible economic value of that uniqueness in terms of tourism and recreation. The proposal also falls short in not estimating the negative economic impact on the Newport Harbour which will be impacted by bridging.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am surprised that the proposals don't attempt to present a ready estimate of the health benefits of a less car dependent scenario - by this I mean a clear indication of the impact on the health service costs, quality of life measurement; something that is increasingly part of a public health agenda for the future. The SEA document mentions that: 'A Health Impact Assessment is being undertaken' but this should be completed and presented in this consultation in a clear manner to put this aspect in an equal light to other areas in the SEA. The HIA document is obscurely separated off and seems to be more of a list than a serious attempt to quantify the health benefits.

The consultation document does not seem to quantify the overall uniqueness of what will be lost. The detriment to landscape, heritage and biodiversity can be quantified separately but no where does the document properly evaluate the scarcity of this type of landscape in Wales - it's intrinsic value.

I am also concerned that it has not been carried out alongside the M4 corridor enhancement measures programme so it has not been able to inform that process and that it does not consider reasonable alternatives such as a sustainable way to mitigate traffic growth through increased public transport infrastructure; that the consultation period was too short, and the consultation was not well publicised and that the SEA is based on a false assertion that traffic will continue to rise and if this were true does not take into account that the increasing capacity will cause increased numbers of cars on the roads.

Otters, bats, great crested newts, dormice, water voles and barn owls are all found within the study area but are not taken into account.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Under the Habitats Directive (1992), member states are required to encourage the management of features of the landscape that are of major importance for wild flora and fauna - as this includes stepping stones and wildlife corridors, placing a major obstruction within the landscape contradicts this requirement. Improving ecological connectivity within the landscape is the main aim for many conservation programmes, including the Welsh Government's own Networked Environment Regions report, for which the Gwent Levels was a case study. Placing a barrier of this scale is likely to have serious and irreversible impacts on the species and habitats of the Gwent Levels.

### ***Q7. Health Impact Assessment***

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

I am surprised that the proposals don't attempt to present a ready estimate of the health benefits of a less car dependent scenario - by this I mean a clear indication of the impact on the health service costs, quality of life measurement; something that is increasingly part of a public health agenda for the future. The SEA document mentions that: 'A Health Impact Assessment is being undertaken' but this should be completed and presented in this consultation in a clear manner to put this aspect in an equal light to other areas in the SEA. The HIA document is obscurely separated off and seems to be more of a list than a serious attempt to quantify the health benefits.

### ***Q8. Equality Impact Assessment***

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

The consultation does not consider all reasonable alternatives such as a sustainable approach to development that enhances existing infrastructure whilst increasing the scope of public transport, walking and cycling. It therefore paints a picture in the do nothing scenario of disadvantaging commuters whereas an examination of all options could uncover a far greater benefit of increasing the role of exercise and public transport infrastructure to all who need to use the transport network.

### ***Q9. Additional comments***

Please provide any additional comments here.

I found the maze of documents incoherent, poorly structured, made complex to almost put off a basic grasp by which someone could read further for more details. I fear that many people will have been disadvantaged by this experience as unable to understand what is being asked. I fear this might have been a hidden agenda and this exercise merely there to be able to say we consulted the public. This seems ironic given the equality assessment in the previous question. This consultation gave no opportunity to invite a personal response concerning the value of the landscape that is proposed to be removed. Surely you should ask respondents to suggest their own assessment of the impacts not just subject them to the complex documentation. Responding to this consultation has felt like sitting an examination paper. It should have been an opportunity for those of us who will keenly feel this loss to at least have the chance to express themselves.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the black route proposal. This will damage the local habitat. The Government should investigate alternative measures such as traffic control through the Brynglas tunnels during peak periods rather than wasting £1 billion on this unnecessary project.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the red route proposal. This will damage the local habitat. The Government should investigate alternative measures such as traffic control through the Brynglas tunnels during peak periods rather than wasting £1 billion on this unnecessary project.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the purple route proposal. This will damage the local habitat. The Government should investigate alternative measures such as traffic control through the Brynglas tunnels during peak periods rather than wasting £1 billion on this unnecessary project.

**Q9. Additional comments**

Please provide any additional comments here.

The Government should investigate alternative measures such as traffic control through the Brynglas tunnels during peak periods rather than wasting £1 billion on this unnecessary project.

Improved train services between Bristol & Cardiff with more frequent stations will encourage the use of public transport.

Organisation: Gwent Wildlife Trust  
(member)

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The destruction of the Gwent Levels cannot be an option!

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Best option notwithstanding there will be and have been environmental arguments against it.

This has to proceed other options are too close to the urban fabric

Too many consultations have taken place already just to placate the environmental lobby.

I travel to Cardiff every day and every other day am thwarted by delays. The present M4 is costly to travel on and is becoming dangerous. I had a serious accident just west of the tunnels last year.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Poor substitute for the black. The old tunnels route or uprated A48 have serious problems demonstrated in previous consultations

The Assembly has a lot to answer for delaying this for the last 10 years. The problem is now and impacts on the Welsh and Irish economies.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See red and black comments

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has been the case for the past 10 years.

We now have for the next 8-10 years the legacy of doing nothing.

Biased sustainability arguments in favour of the environment has left Wales with a traffic problem that was totally avoidable.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We are up to our necks with environmental studies - just get on with it.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

see environment

**Q7. Health Impact Assessment**

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

Black is the best option keeping traffic emissions away from Newport.

Also alleviate stress

**Q8. Equality Impact Assessment**

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

Not really relevant except that there was a perceived bias in favour of the environmental lobby.

**Q9. Additional comments**

Please provide any additional comments here.

Just get on with the black and stop messing about.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The proposed Black route would have a significant and adverse affect on the Port of Newport and it's surrounding businesses, with the potential to impact the long term success of the Port.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route does not do enough to solve the current and potential traffic issues.

Organisation:

Postcode: HR9

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road across a unique landscape

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road across a unique landscape.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a new road across an historic and unique landscape

**Q9. Additional comments**

Please provide any additional comments here.

Sustainable development is very much part of the WAG philosophy (One Wales : One Planet). Therefore Wales must look at transport as a whole:

Improve public transport such as electric rail services and provide more stations, even a south east Wales Metro connecting to park & ride

Reduce entry / exit points on existing M4 in order to stop short commuter traffic to Newport City and make this existing road a true motorway

Upgrade A48 / Southern Distributor Road to dual carriageway at far less cost than a new three lane motorway

Increasing population in this tiny country must mean that individuals cannot go on driving about as if they are the only person on this planet. The Welsh Assembly Government needs to recognize this fact and not encourage a profligate population.

Then there is the unique and historic landscape: a living organism that will be degraded and fragmented by concrete and traffic pollution. This wetland is important to remain wetland for people and wildlife

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the new routes being built as they will damage the Gwent Levels, nationally important wildlife habitats, and the landscape forever. Your Environmental Assessment glosses over the environmental impact of these proposed roads. You have not done your research. The SSSIs are protected and should not be interfered with. By all means improve the M4 but not at the expense of our natural heritage and resources. Clean air and clean water don't come from destroying wildlife habitats. Would you steal from your grandchildren? In effect this is what you are proposing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to these new routes as they will all destroy valuable and protected wildlife habitats. Have you not forgotten where our clean air and water comes from?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this proposal as the Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain and is the largest area of its kind in Wales. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest. The Gwent Levels is extremely rich in wildlife with otters, water voles, wading birds such as lapwing, snipe, redshank and curlew, 25 rare plants including the world's smallest flowering plant *Wolffia arrhiza* and 144 rare species of insects.

The proposed fifteen mile major road built through the environmentally sensitive area will:

- Cut directly through four nationally important Sites of Special Scientific Interest with a direct loss of valuable wetland habitat;
- Irreversibly damage the integrity of the whole Gwent Levels ecosystem by leaving habitats degraded and fragmented and making rare species more vulnerable;
- Cut across the River Usk, a Special Area of Conservation designated under European legislation.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I recognise that congestion on the M4 needs addressing but we to support the development of sustainable public transport and enhancement of the EXISTING network.

Take for example the myriad of motorway expansions across England, has any of them ever worked in reducing congestion. Not once. Not ever. All proposals will simply encourage the increase of motor vehicle use, and end up just as much congested as what we have now.

The only sensible option is to match fund the cost of the new road proposal instead into public transport infrastructure, an extremely exciting prospect. We must work, in every aspect of our lives towards a sustainable future and everything else, outcomes considered, should be avoided with criminal consequences for blinded or defiant ignorance. I would be more than happy for example to see the inner lanes of motorways used for high speed rail tracks, confining the outer lanes to the left over traffic. Motorway service areas could become changeover/boarding points...and what ever happened to 'green stock' carpool ideas? Don't these need funding and building?

Please don't think short term and costly solutions are the only way as progressive, long sighted plans will win the hearts and minds of the entire population and slam Wales into the heart of a modern and forward thinking 21st Century, something we desperately need. We don't need more roads, ripping through the precious heart of green land, what little there is left. And we certainly cannot afford the pollution consequences which would ultimately follow.

We definitely need hope, a plan for our future and new/more roads will further burden the lives of generations to come and add to the increasing sense of despair the youth of today are already experiencing. Their future (possible ours too) is in your hands, and new pathways start with simple things like funds fro infrastructure, which ultimately will be swallowed whole by the proposed road plans. Be clever, get everyone onboard and happy!

Organisation:

Postcode: np10

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I prefer the option of adapting the route which runs from the magor exit through the steelworks site and on into newport itself. I use this route as an option on a weekly basis around 4 to 5 pm and find that it is under used and relatively free of traffic. I think the real problem with the current M4 is mainly westbound in the rush hour and is caused by the narrowing of the road at the Brynglas tunnels. Once past this point the traffic speed picks up again. I am also unhappy at the environmental damage that will be caused by constructing an m4 relief road on the Gwent levels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i object to this proposed route mainly due to the fact it will be extremely detrimental to the wild area of the Gwent levels which will be lost and not able to be reinstated. also i believe there are existing routes that could be enhanced for half the cost and the same benefit to commuters.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i object to this plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

i object to this plan.

**Q9. Additional comments**

Please provide any additional comments here.

i think an upgrade of existing roads would be far more sensible and then the money could be spent on other projects to help Wales.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The congestion in this area is not significant enough to warrant additional capacity at the cost of the damage it would cause to the Gwent levels. The only real pinch point is the brynglass tunnel. Opening that up would cure the problem at a fraction of the cost.

To cite safety as an issue is frankly specious. Congested traffic causes fewer accidents due to reduced speed, and certainly makes any that happen far less serious. Simply making that entire area a 50 mph permanent limit (which the variable speed limits do pretty much the whole time anyway) banning lane changes and prosecuting tailgaters would fix the whole issue for about £1.75.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As pointless as the black

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Equally pointless, expensive and damaging.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The biggest bang for buck would be to open out the Brynglass tunnels.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Gwent levels do not need any more impact.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Increased cycling infrastructure would be more effective in reducing the local traffic load

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The damage to precious landscape and it's associated wildlife in the Gwent Levels mean I object most strongly to the proposed Route.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Route.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed Route

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route and its complementary measures offer an alternative high capacity, high speed route which would provide significant benefits for the majority of road users. It would remove the constraints of a number of closely spaced junctions affecting traffic flows on a daily basis at peak times and the bottleneck of the Brynglas Tunnels. This option will address the traffic problems experienced on a daily basis along the M4 and would achieve many of the goals of the M4 corridor around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route and its complementary measures offer far less with respect to increasing capacity and providing an alternative high speed route to the existing M4. It would only offer a modest improvement to the landscape over the Black Route for a short period until the planting schemes associated with the new motorway become established. Whilst this route would provide additional capacity and resilience for the existing M4 it is unlikely to provide a viable alternative for the majority of through traffic.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route and its complementary measures, whilst offering a slightly different alignment, primarily offers similar advantages to the Black Route but does not have the benefit of the TR111 protection for the whole of the route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do Minimum Scenario is unacceptable as it offers no relief from the congestion which occurs on a daily basis at peak times. There is a significant amount of essential maintenance and improvement work required on this section of motorway. It is becoming increasingly difficult to carry out essential maintenance works without causing disruption to the travelling public and those living in close proximity. All works need to be carried out at night but this is becoming more of an issue with noise disturbance of local residents.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The assessment shows that the scheme will have a positive effect apart from on the Cultural Heritage, Landscape and Townscape categories. As stated in the report, the negative effect is likely to reduce when appropriate mitigation measures are considered.

The plan showing the alignment of the routes clearly illustrates that there are vast areas of land protected as SSSIs. The proposal to construct a new motorway would take a relatively small swathe of this land resulting in an insignificant reduction in area of wetland and SSSIs. The negative impact of this would be wholly outweighed by the benefits this scheme would provide for the people of Newport, travellers using the M4 corridor and the overall economy of South Wales.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The thorough assessment concludes that it is unlikely there will be any adverse effects with any of the improvement options if appropriate mitigation measures are undertaken. Appropriate mitigation would be considered as part of the detailed design process.

#### ***Q7. Health Impact Assessment***

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

The assessment concludes there are no adverse effects associated with any of the proposed improvement options.

#### ***Q8. Equality Impact Assessment***

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

The assessment concludes there are no adverse effects associated with any of the proposed improvement options.

#### ***Q9. Additional comments***

Please provide any additional comments here.

The traffic problems currently experienced on a daily basis will become worse with time if there is not a major intervention to resolve them. With the significant amount of maintenance and refurbishment needed in this area, a solution is required which is capable of providing a viable alternative route and removing the majority of the traffic from this section whilst major works are carried out. The diversionary routes currently available are lengthy and unsuitable.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object totally to any new Motorway. What happens when that one gets congested? Is another one to be built and another one after that? Are young children never to be able to see green spaces, and are their lungs going to be filled with even more fumes? What quality of life are we offering for their future? Spend the money where it is needed - in the NHS or improving Social Services for example. We have enough traffic; we do not need more.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the development of a 3 lane motorway due to its impact on the wildlife and environment

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the development of the red route due to the impact on the wildlife and environment

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route due to the impact on the wildlife and environment

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am definitely against any route which interferes with the Gwent Levels and areas of Special Scientific Interest and areas of outstanding beauty.

If the S. East of Wales were to be further developed with roads criss-crossing everywhere, then it will no longer be an attractive area.

Every effort must be made to keep our special areas as once they are gone, they are gone for good - and the region will be the poorer.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

see reply to qu. 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

see reply to qu.1

Organisation:

Postcode: IP6

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would be happy with this proposal.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would be happy with this option.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option would be satisfactory.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option will not suffice. Doing the minimum will store up problems for the future.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Nothing to add.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I do not doubt that there will be some impact on wildlife and habitats. I also have no doubt that pressure groups will exaggerate these issues for their own particular purposes. Wildlife will adapt well enough to the new conditions.

**Q7. Health Impact Assessment**

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

I am confident that the construction of the required new route will not adversely affect general health.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Nothing to add.

**Q9. Additional comments**

Please provide any additional comments here.

It is clear that a new motorway needs to be constructed to solve traffic problems around Newport.  
The sooner this happens the better.

As for which route, I would suggest that the least costly motorway route, rather than trunk road,  
should be built.

Organisation:

Postcode: CF83

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is an absurd waste of money.

I object strongly to the destruction of an established nature reserve which has and is still evolving into an amazing natural resource. This reserve is a very popular place and was established in response to the Cardiff Barrage

I understand that the M4 is a bottle neck at the Bryn glas tunnels Did anyone think when building the M4 that reducing the road from three to four lanes would never be a problem. Why not make two more tunnels each with a dual carriageway.

Its a definite NO to destroying the gwent levels.

Build a barrage across the seven and combine a road to link up with the m5 and the welsh government charge a toll.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having considered all the options and being very familiar with the routes around Newport, I would suggest that the Black Route provides the best option. There is no doubt that the current situation along this section of the M4 is at best intolerable and also hugely frustrating to use on a regular basis. The sooner this option can be put into place the better for all concerned. Any development has negatives consequences but this option seem to be the most beneficial overall.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is right that this option has been considered, but it can only cause further problems in the future.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new motorway or dual carriageway across the Gwent levels. This will destroy an area of huge importance for wildlife

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new motorway or dual carriageway across the Gwent levels. This will destroy an area of national wildlife importance

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any new motorway or dual carriageway across the Gwent levels. This will destroy an area of national wildlife importance

**Q9. Additional comments**

Please provide any additional comments here.

Rather than create a new motorway or dual carriageway, congestion should be eased by upgrading existing infrastructure

Organisation:

Postcode: cf32

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route would be a tragedy. It cuts through a number of SSSI areas. Surely if this designation is to mean anything, it must be wrong to build roads through this irreplaceable countryside.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is preferable to the black route, but still it dissects irreplaceable habitats, it cannot be allowed to go ahead.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route still dissects important wildlife habitats. The countryside of Wales is irreplaceable. This road should not go ahead.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is by far the best plan. More roads leads to more traffic. Do not build a new motorway, upgrade the existing road, but no new motorway.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have no confidence in this document. Consideration for what to do to protect important sites for birds will only be carried out after draft proposals are adopted.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This is inadequate, and no matter what is done to mitigate it, all three proposals dissect and destroy habitats.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. There are many things to consider here. The health and wellbeing of people goes beyond being able to get to work on time. By destroying the countryside you destroy the green lungs around our towns and cities. This leads to less areas for people to walk, unwind and enjoy the countryside, and causes many health and mental health problems.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Not convinced by the argument in favour of new road.

**Q9. Additional comments**

Please provide any additional comments here. When Cardiff barrage was built, we were told that Newport wetlands would mitigate the damage done to important wildlife habitats. Now you propose to destroy more SSSI sites to build a road that will also fill up and cause air pollution, noise pollution and destroy and dissect priceless and irreplaceable habitats. This road would be a tragedy, and a minimum scenario adopted.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel that the M4 proposals consider the wider travel issues around south east wales. Options upgrading existing modes of transport should also be explored including local railway stations with free parking and better use of traffic information to encourage vehicles to use the SDR link and new dual carriageway through Llanwern. Often I join the M4 at jct 28 to round the bend in the slip road and come to a halt. If road signage indicated congestion myself and other road users can seek an alternative route rather than join the queue.

The proposals themselves do not really provide any choice. All will spoil our natural environment and increase pollution in a SSSI area of South East Wales. Significant wild life and delicate local ecosystems will be damaged and can never be replaced.

I once remember a green belt between Newport and Cardiff , whilst the area needs to change to meet current demands our local habitat is just as important to the well being of the local population of humans and wildlife.

I strongly oppose any plans for an additional M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I strongly oppose any plans for an additional M4

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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I once remember a green belt between Newport and Cardiff , whilst the area needs to change to meet current demands our local habitat is just as important to the well being of the local population of humans and wildlife.

I strongly oppose any plans for an additional M4

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As previously mention additional signage at Jct 28 would direct local commuters along the SDR / Llanwern road to join at Magor. I use this however there are no signs indicating this alternative route. All measures should be implemented and then the M4 should be revaluated to ascertain whether the issues are still causing delays.

many delays are due to accidents and poor driving. Additional cameras and variable speed limits should be installed starting at Jct 30.

WAG should also review train station, station parking and the fares with First Great western to encourage Rail use for those travelling in / out of Wales.

### **Q9. Additional comments**

Please provide any additional comments here.

I strongly oppose this consultation as there is no choice. The options are all related to a new road across a beautiful natural habitat.

Other existing modes of transport should be reviewed and improved to encourage commuters to leave the car at home.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I totally object to the draft plan and its complimentary measures for the main reasons as follows:

1. I believe this is a 'sledgehammer to crack a walnut' proposal and as a daily commuter of the current M4 through Newport I challenge the draft plan traffic assessment of both current and growth predictions, which are used as key influencers in these proposals
2. The VSL system between J24 and J28 of the M4 is not enforced by the police and this is common knowledge within the wider community. Therefore there are no facts to support the improvement that mandatory VSL would have on both traffic calming and reduction in accidents
3. The draft proposal is incomplete in terms of any complimentary public transport enhancement, which is (conveniently?) part of a separate study. There should be a 'fully joined up' approach to such a major transport proposal
4. The proposal does not provide any hard evidence that supports the view that the current traffic situation is a barrier to economic growth in South East Wales. In fact it acknowledges this is a perception only
5. If an additional transport route is inevitable to relieve M4 congestion and resilience problems I believe that Professor Cole's (of Cardiff University) "Blue Route" provides a cost-effective alternative and MUST be considered in any proposal
6. There must be more done to protect the Gwent Levels. They are the jewels in the South East Wales crown and are regularly enjoyed by so many from the south east wales communities. They should be treasured for both current and future generations to come. The damaging effect this proposal will have on them is unacceptable

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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4. The proposal does not provide any hard evidence that supports the view that the current traffic situation is a barrier to economic growth in South East Wales. In fact it acknowledges this is a perception only
5. If an additional transport route is inevitable to relieve M4 congestion and resilience problems I believe that Professor Cole's (of Cardiff University) "Blue Route" provides a cost-effective alternative and MUST be considered in any proposal
6. There must be more done to protect the Gwent Levels. They are the jewels in the South East Wales crown and are regularly enjoyed by so many from the south east wales communities. They should be treasured for both current and future generations to come. The damaging effect this proposal will have on them is unacceptable

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I totally object to the draft plan and its complimentary measures for the main reasons as follows:

1. I believe this is a 'sledgehammer to crack a walnut' proposal and as a daily commuter of the current M4 through Newport I challenge the draft plan traffic assessment of both current and growth predictions, which are used as key influencers in these proposals
2. The VSL system between J24 and J28 of the M4 is not enforced by the police and this is common knowledge within the wider community. Therefore there are no facts to support the improvement that mandatory VSL would have on both traffic calming and reduction in accidents
3. The draft proposal is incomplete in terms of any complimentary public transport enhancement, which is (conveniently?) part of a separate study. There should be a 'fully joined up' approach to such a major transport proposal
4. The proposal does not provide any hard evidence that supports the view that the current traffic situation is a barrier to economic growth in South East Wales. In fact it acknowledges this is a perception only
5. If an additional transport route is inevitable to relieve M4 congestion and resilience problems I believe that Professor Cole's (of Cardiff University) "Blue Route" provides a cost-effective alternative and MUST be considered in any proposal
6. There must be more done to protect the Gwent Levels. They are the jewels in the South East Wales crown and are regularly enjoyed by so many from the south east wales communities. They should be treasured for both current and future generations to come. The damaging effect this proposal will have on them is unacceptable

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario must be the baseline position and currently is the only acceptable option in the proposal. However, it must be extended to include other considerations i.e.

1. Incorporated public transport schemes (e.g. metrolink)
2. Incorporated M4 (limited) relief schemes which should include Professor Cole's (of Cardiff University) "Blue Route" which provides a cost-effective alternative and MUST be considered in any proposal

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Firstly, I object to the findings in this report. I also challenge the basis of arguments in the report as they lack any depth and credible research to support the findings. There is no quantifiable evidence provided and little or no qualitative evidence. The assessments themselves appear to try and paint a rose-tinted assessment of the impact of the surrounding area of the proposed routes i.e. the Gwent levels SSSI's and the River Usk SAC. Specifically in relation to:

- biodiversity, flora and fauna
- soil and geology
- noise
- water
- material assets
- cultural heritage
- landscape and townscape

The assessments do not contain enough rigour or detailed qualification to support the conclusions. Furthermore, pragmatic experiences of similar schemes provides clear evidence of under assessment of the degree of damaging impact on these precious and unique landscapes and their flora and fauna.

In summary, this report lacks any degree of credibility. Reassessment is required in particular to the categories I have previously listed.

It is clear to any rational and interested person that the damaging impact to the the Gwent levels SSSI's and the River Usk SAC will be far greater than stated in this report

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I totally object to findings in this HRA assessment. The Gwent levels are of local, national and international importance and require a far more direct and sympathetic consideration on the impact of the wildlife it supports. The report is weak and too simplistic. There is too much emphasis on generalised wildlife patterns (treating wildlife behaviour like traffic flows?).

Any credible assessment should come from the heart of the Levels themselves! It is clear already from the reaction by Environmentalists and Wildlife groups alike that these assessments are already being challenged and so they should.

### **Q7. Health Impact Assessment**

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

I object to the assessment findings. It fails to incorporate any consideration of the current positive impact the Gwent levels has on the health of the local population and how this would be affected (reduced) by the impact of the proposals. i.e. very many local people walk and cycle regularly in the levels to enjoy their beauty and rich flora and fauna. The report fails to recognise this impact.

The proposed routes would have an overall negative health impact on Newport and its surrounding communities, as its circumnavigation of the area will lead to the marginalisation and isolation of South East Wales and consequently have a far greater negative impact, particularly to those groups most at risk

**Q8. Equality Impact Assessment**

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

I object to this assessment. I believe the proposed routes would have an overall negative impact on Newport and its surrounding communities, as its circumnavigation of the area will lead to the marginalisation and isolation of South East Wales and consequently have a far greater negative impact on those groups who are most vulnerable

Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed routes across the Gwent levels which will cause unnecessary damage to this important landscape. The proposed routes do not offer a sufficiently justified or varied set of alternatives.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is also not a realistic option as congestion is and will continue to be a major problem at this section of the M4

**Q9. Additional comments**

Please provide any additional comments here.

I fully support the alternative proposal from Professor Stuart Cole for a 'blue' route by using Steelworks Rd and an upgraded A48.

The traffic volume projections do not include the modal shift to be achieved from the SW Metro, a vital part of the debate. The Metro is of vital significance to S. Wales and would have a very big impact on M4 traffic.

The cost of the three routes proposed is too high, and investment should be retained for the Eastern Bay Link into Cardiff Bay from the east as another contribution to M4 volume management

A system for speed and volume management on the M4 should be included, extending the active control system much further east along the M4 to encourage use of the new relief road. I am influenced in route choice by the forecast times to the next junction that have been introduced on the M4 around Reading. Such advice would need to be given as the Severn is crossed.

The combined Metro and 'blue' route should have sufficient impact to resolve traffic congestion issues for 50 years if combined with a route advice system from the Severn to Jn 29.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think an alternative route to the Gwent Levels should be explored. I understand an alternative route has been suggested near the steel works.

Organisation: Monmouthshire Local  
Access Forum

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see summary comments under Q9

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q9

**Q9. Additional comments**

Please provide any additional comments here.

I am Chair of the Monmouthshire Local Access Forum. We work closely with the County Council who have already made comments.

Only a small part of the scheme lies within the County boundary but we will form a sub group with the Newport LAF during the detailed planning of the road.

We wish to ensure that no rights of way or unclassified roads are blocked up or where this is not possible that equivalent alternative routes are created.

We would also want to use this opportunity to look at improvements to public access for walking, cycling and riding in the area within the framework of the Active Travel Act.

The information provided and help given at the drop in sessions is much appreciated.

Richard Davies

Organisation:

Postcode: GL14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I Object to any transport option that would be so destructive to wildlife and it's habitats and fully support Gwent Wildlife Trust's position in favour of:

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Surely there are better things that £1 billion can be spent on in Wales?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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- Surely there are better things that £1 billion can be spent on in Wales?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Surely there are better things that £1 billion can be spent on in Wales?

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Surely there are better things that £1 billion can be spent on in Wales?

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I Object to any transport option that would be so destructive to wildlife and it's habitats and fully support Gwent Wildlife Trust's position in favour of:

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The south-east Wales Metro
- Surely there are better things that £1 billion can be spent on in Wales?

#### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Surely new motorways are the least healthy solution?

#### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. What do new motorways do to improve equality? Provide developments with more local employment and less expensive travelling!

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the current draft plan. Will it address the problems and achieve the goals of the M4 corridor around Newport. How big are those problems in reality? 2 lanes instead of 3, traffic congestion and reduced speed at certain times. Have you properly costed out the loss to the Welsh economy resulting from this? Have you really got any clear idea of the future benefits?

Yes, I am sure the traffic will flow very happily through 3 lanes of M4 built over what was once an environmental haven and a green asset to the City of Newport. GOALS ACHIEVED!!! I feel even more disgust writing this as it hits home with me than I did before.

Shows again the priority that keeping in with the electorate will always have, and the willingness to concrete over and destroy the remaining habitat of the UK's hard pressed wildlife whenever there is a sniff of possible money to be had.

. You had an opportunity to expand the existing M4 at Brynglas which would I believe have cost £300 million less than this plan. A small number of people would have needed relocating - this has always been a consequence of infrastructure development. You didn't have the guts or principles to follow it through. The natural world can't protest.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My time is short now, but the Black , Red and Purple routes are all part of the same plan as I understand it, so no, I object!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My time is short now, but the Black , Red and Purple routes are all part of the same plan as I understand it, so no, I object!

Final word- this has been done so sneakily, with a flyer pushed through my door a couple of months ago, naming a site which I couldn't even access on my home pc! In it there were dates given of a few displays of the plans. Not much of a consultation as far as I'm concerned.

**Q9. Additional comments**

Please provide any additional comments here.

Irony - expand road infrastructure to encourage tourism to beautiful unspoilt Wales and turn its front doorstep into an urban desert.

If the case is sooo compelling there are other options - enlarge the existing SDR (although that would affect me probably, I would still support it), revisit the Brynglas tunnel option.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to this from both an economic and environmental point of view.

This area and it's ecosystem should be protected not destroyed.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object. Economically and environmentally this is a disaster.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the destruction of the Gwent Levels FULL STOP.

**Q9. Additional comments**

Please provide any additional comments here.

The people of Newport have grown weary of debt-accumilating decisions. It needs the funding spent on preserving its heritage. Enough is enough.

The destruction of the unique Gwent Levels is an environmental disaster, devastating to all long term.

I plead for its protection also from oil wells.

Organisation:

Postcode: cf83

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

The Money would be better spent on Public transport improvements, Improved rail services and additional stations , An upgrade of the A48/Southern Distributor Road, The south-east Wales Metro.

Organisation: Self employed

Postcode: SN1

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am opposed to the draft plan on the grounds of the impact to biodiversity and cost. I have reviewed what you and your 'canvassers' have offered and sought out opinion from a broad, diverse range of individuals, organisations and communities.

Whilst the current situation is not favourable and without addressing the core issue of our dependency on motor vehicles it is not likely to abate, this does not strike a sustainable approach to Sites of Special Scientific Interest.

History tells us that providing more mileage of tarmac without dealing with the way we use and think about motor vehicles only feeds the philosophy of "there's more tarmac so we can buy more cars and it will be easier to drive them". This just produces higher volumes of vehicles, which in turn produce higher volumes of pollution be it gaseous or through road run off. When the inevitable congestion/conflagration arises it is exacerbated by the increase of traffic volume.

In terms of 'addressing' the wanton disregard of SSSI's by way of addressing the advice box floating within this dialogue box. This draft plan does not address them, it simply assumes despite their considered listing that they are without any value. Furthermore the 'plantings' comments to address degradation to them clearly highlights a real understanding of eco system complexity.

I do not support the draft plan, I do not accept any SSSI land that is currently in this very restricted area being deemed to be fair game for building upon. I do support further research into finding a solution for what was a badly thought out plan originally and here, the piecemeal provision of roads in the provinces by a distant Whitehall is the nub of the issue. Let us not repeat such poor investment then with even more costly, badly researched and questionably future proofed plans now!

No to any motorway development on the Gwent Levels!

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the provision of a motorway solution is the only realistic option for resolving current and future traffic problems along the M4 corridor, even taking into account other necessary investment in transport such as the South Wales Metro, the electrification of the Paddington-Swansea route and other regional enhancements.

The black route will provide a strategic transport corridor that will benefit the people and economy of South Wales.

In terms of its engineering, the proposal seeks to minimise environmental impact by sticking close to the southern side of the Newport urban conurbation. It will provide a high capacity route, due to limited junctions along its length. It will benefit Newport itself by allowing the existing M4 route to be developed into a route that facilitates local access.

The significant challenge that remains with this route is the impact on the port of Newport.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route and its complementary measures do not represent a realistic alternative, in my opinion, as it only provides a 2-lane dual carriageway, rather than the motorway options provided. A significant risk of this option is that it will not provide clear benefits from the significant investment as it will undoubtedly require significant and continued use of the existing M4 corridor through the Brynglas Tunnels, rather than the existing M4 route becoming a route that provides for local requirements.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Many of the positive comments made on the Black Route also apply to the Purple Route and there is clearly a balance to be made of the negative effects of impact on the Duffryn residential area compared with the lower impact on the Port of Newport. The significant risk of potentially affecting the Docks Way landfill site is also a concern.

In terms of its engineering it is not clear whether the Purple Option requires more departures from design standards to achieve the alignment shown. If this is the case, then that is also a disadvantage of this option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is not a viable option for the economy and people of South Wales, the existing M4 route is at capacity at peak hours and the rail route is also extremely busy. Transport investment in the M4 corridor alongside other solutions such as the Paddington-Swansea electrification and the South Wales Metro will all contribute to a sustainable transport system that the people of South Wales deserve.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There are others better placed than me to comment on the veracity and validity of the Strategic Environmental Assessment in the SEA Report, but I do know that the design of a scheme like the ones proposed here would be done within a robust legislative framework that fully addresses environmental matters as an integral part of the planning and design process.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There are others better placed than me to comment on the veracity and validity of the HRA but I do know that the design of a scheme like the ones proposed here would be done within a robust legislative framework that fully addresses environmental matters as an integral part of the planning and design process.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No specific comments.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No specific comments.

**Q9. Additional comments**

Please provide any additional comments here.

Although not specifically addressed in the consultation, it seems appropriate here to comment on the 'Blue Route' that has been published by the IWA. That option has significant engineering questions to answer. It is an option which appears, at best, to be a tactical proposal to a significant strategic challenge. It will have a significant detrimental effect on the functionality of the existing Newport SDR as a route used to access local facilities. Its design criteria are not clear, in terms of design speed and the effect on current junctions along the route. The capacity along the route of the SDR, even if grade separated, would be significantly affected by traffic joining/leaving along the route - in the same way as along the M4 at Port Talbot (or, to a lesser degree, the current M4 at Newport). The costs being cited require review too, to ensure that the comparison with other options is on the same basis. I note that the document outlining the Blue Route also comments that it is a future proof option, as the entire route could be upgraded to motorway standard at a later date. This would not be possible without significant investment and impact on adjacent land along the SDR route, to ensure that motorway design speeds could be achieved. I believe that such an option would therefore potentially lead to the same sort of problems that we now have on the existing M4 corridor.

Organisation: Vale Civils Ltd  
representing Morgan Vinci Ltd

Postcode: CF35

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Morgan Vinci Ltd (MVL) recognise that considerable planning and design has been carried out in order to arrive at the preferred option for the M4 Relief Road. We would support the construction of a new motorway along the "Black Route" which we hope would assist in developing economic growth in Wales as a whole. This would appear to provide the most appropriate solution in terms of reducing traffic congestion along the existing M4, especially when an unplanned closure of either carriageway on the existing M4 (or medium/long term closure of the Brynglas Tunnels) occurs.

Providing a solution that balances economic, social and environmental aspects is never going to be universally accepted, but after studying the proposals in detail, the "Black Route" would appear to provide a balanced option.

**Q9. Additional comments**

Please provide any additional comments here.

Morgan Vinci Ltd support the provision of a new motorway to the south of Newport. This will enable the Newport Southern Distributor Road (SDR) to continue in its primary function enabling better access across and around the city for all stakeholders in the Newport area.

MVL welcome any approach that will potentially allow more reliable journey times while still endeavouring to ensure the continued safety of all road users. We would note that the environmental impact of the proposed new motorway scheme on the neighbouring SSSIs may require further careful consideration and mitigation as necessary.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We are opposed to all the major new route options in this consultation, and these comments also apply to Questions 2 and 3. The road proposal would pass through the Gwent Levels Sites of Special Scientific Interest and the River Usk Special Area for Conservation and would create huge amounts of ecological damage, both directly along its route and to the wider ecosystem by severance and impacts on water. The proposal would also increase traffic levels and carbon dioxide emissions contrary to the policies of the Welsh Government. The case made for this major road-building project in the consultation documents is not robust in terms of current or future traffic levels. The traffic growth chart in Figure 4 clearly shows a period of flat traffic growth covering at least the past decade, and there is no reason to suppose that, as the economy improves, economic growth would be accompanied by strong traffic growth when this was not the case during the pre-recession period of growth. There is a strong body of academic opinion that the Department for Transport forecasting methodology, upon which the predictions in the case for this project are based, needs urgent revision in the light of the flattening of traffic growth seen in recent years, taking into account new factors such as increased home and flexible working, reduced business travel, increased preferences for public transport, reduced rates of learning to drive, and reduced distances travelled among those with cars. Furthermore, the consultation documents fail to make the case for a proposal that promotes more car use, and do not explain why public transport and 'smarter choices' programmes of personal travel planning have been ignored when - as the documents themselves state - 43% of the journeys on this part of the M4 are local journeys under 20 miles and especially amenable to these methods of congestion relief.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our response to question 1, which also applies to this route.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our response to question 1, which also applies to this route.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As discussed in our response to Question 1, the predicted consequences of the 'do minimum' scenario are based on forecasts of future traffic growth which are not plausible. There has been a clear trend in recent years to a flattening off of growth in traffic, decoupled from both economic and population growth. There is no reason to suppose that the purported increase in congestion set out in the 'do minimum' scenario is inevitable in the absence of major road-building. The scenario also ignores a number of measures that are either planned, already taking place, or could be introduced at low cost to reduce the number of short journeys on the current M4. These include electrification of rail lines, the Cardiff Capital Regional Metro and the SEWTRA M4 corridor proposals, new measures resulting from the Active Travel Act, and a widespread programme of 'smarter choices' focused on commuters. It is also very concerning that only three large road proposals and 'do minimum' have been presented as part of this consultation. Given that predictions of future congestion rely (in addition to the DfT forecasts) on the heavy use of the current M4 for commuting and on plans for new developments in the area, a rational alternative plan would involve assessing the benefits of an integrated plan including: 1) The provision of increased public transport provision for commuters 2) Smarter choices programmes aimed at existing commuters and new workplaces 3) Active travel measures to remove short journeys from the road 4) A concerted effort in spatial planning to concentrate new developments around existing and new public transport hubs to minimise their impact on the motorway. As we will comment in response to Questions 7 and 8, these options would be expected to score well for health and equality impacts, as they would increase physical activity, reduce pollution and also help the large numbers of people and households in the area without access to a car to access work and services.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We believe that the current SEA downplays the impact of the road proposals on the extremely valuable and fragile ecosystems in the area, including the protected Gwent Levels SSSIs and the River Usk SAC. The air pollution impacts are also surprisingly low and would appear to depend on external factors such as the move to cleaner vehicle engines, since the impact of the road would be to increase traffic and car travel in the short and long term, overall increasing the emission of pollutants over a wide area.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We have no specific comments on this.

#### **Q7. Health Impact Assessment**

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

It is not clear how the positive health impacts claimed for the large road-building options would be achieved as they would all entrench car dependency in an area with relatively low levels of car ownership, and would increase traffic leading to higher levels of pollution. There is also a lack of detail for how complementary measures would achieve this. Again, the measures are compared with a 'do minimum' case only, and it would be expected that alternatives, including public transport, smarter choices and active travel measures would be able to achieve much better and much more sustainable health impacts.

**Q8. Equality Impact Assessment**

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

The EIA acknowledges that 'Lack of access to a car is the main transport factor in the social exclusion of low-income households and other marginalised groups' but then outlines how the benefits of the scheme will be distributed among those who do have access to a car. It would seem therefore that the proposals would increase levels of inequality between these two groups. Once again, by not assessing alternative options for improvements in public transport, smarter choices and active travel measures, the consultation does not allow people to consider the relative impact of these options and the potential benefits of instead spending large amounts of public money on measures that benefit the whole population in terms of affordable access to jobs, services and to physical activity.

**Q9. Additional comments**

Please provide any additional comments here.

We do not believe this consultation is in any way adequate. It does not assess a realistic 'do minimum' scenario, it presents future traffic forecasts that are highly unlikely, and it does not offer any reasonable alternative public transport, demand management or active travel options for consideration. The Welsh Government should reconsider and consult upon a much wider range of options before proceeding any further with plans for transport in the M4 corridor around Newport.

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the draft Plan Black Route as it will cause serious damage to the Gwent Levels and 4 SSSI. The Gwent levels are a special area of quiet peaceful countryside, which would never be the same if a motorway is built across it. It contains rare plants and animals in the SSSI which should be protected from road and other developments.

I also object to the Black route because I do not think the cost can be justified. I believe the money should be spent on sustainable transport projects in particular improved railway infrastructure, more stations, and park and ride at stations. Train use is increasing dramatically in this country, partly due to the high cost of owning and running a car. Wales must move with the times and improve its railway network.

I use the M4 daily to commute to work and find that congestion is not nearly as bad as it used to be and traffic volumes are not increasing as your diagrams imply. There are fewer accidents due to the variable speed limits which have helped to keep traffic flowing. I actually get held up much more at the Coryton interchange Cardiff than on the M4 around Newport. We need junction improvements more than we do a new motorway. The last thing Cardiff needs is another major road bringing traffic from the East as the City streets are already congested with cars.

All those who do not use the M4 daily, please wake up to the fact that things have changed the motorway is not as congested as it used to be and the motorway plan is an outdated solution and is not what we need for the future. People actually prefer to travel by train these days as they can use the internet and their mobile devices while they travel, a much better experience than driving yourself and you can even get some work done on the journey. If only there was a railway to Raglan I would use it. However the 1000's of car commuters in Caldicot, Bristol, Magor and parts of Newport using the East-West route along the M4 could be provided with rail services which would convince many of them to ditch their car and take a train.

In conclusion please do not bother building a motorway we do not want one.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to the red route. It will also damage the Gwent levels a special peaceful area of countryside. It will also damage 4 SSSI where there are rare animals and plants.

I believe the huge cost of this motorway cannot be justified. The high cost of owning and running a car means that people would now prefer to travel by train. Please wake up to the fact times are changing and Wales needs to improve the railways rather than build more roads. We need sustainable transport options and many of the commuters in Caldicot, Magor, Bristol, Newport and Cardiff who are currently using the M4 east-west would prefer to use improved railway services. They can then work using mobile devices while they travel rather than drive themselves. If these rail lines are improved more stations opened and park and ride provided, traffic volumes on the M4 will go down even more.

I use the M4 daily to get to work at Raglan and for all those who do not use the M4 daily, I can tell you that congestion is not as bad as it used to be. The variable speed limit has improved traffic flow. Instead of wasting money on a motorway we should protect the Gwent Levels and improve the railways instead. The misleading traffic data in the consultation leads me to believe your traffic forecasts are wrong. Traffic volumes have not been increasing and we need to take a new look at what we need for a sustainable Wales.

Cardiff is already congested with commuter traffic and we do not need any more roads bringing cars from the east. We need to improve public transport to get people out of their cars.

In conclusion, we do not need any new multi-lane road across the Gwent levels and the cost (both financial and environmental) cannot be justified.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to the purple route as it is almost identical to the other two routes. Why are you giving us the choice of 3 almost identical roads? Why have you not provided an alternative in this consultation of significant and large scale public transport improvements?

I wish to object to it for the same reasons as the other two routes. The route will damage the beautiful peaceful Gwent Levels and the SSSI which are protected due to their rare plants and animals.

I use the M4 daily to commute to Raglan and can say that the congestion on the M4 has eased in the last few years. I actually get through without bad hold ups nearly all the time. The variable speed limits have improved traffic flow considerably and reduced stop start flow so accidents are much fewer as well. With the Heads of the Valleys dualling almost completed, and the rail electrification planned, traffic volumes on the M4 are likely to go down.

I therefore object to your use of diagrams and traffic forecasts which imply traffic volumes will go up. These are wrong and misleading.

Please wake up to the fact that times are changing. Rail travel is increasing across the country as the cost of running a car has risen so much. People want to use their mobile devices on the train as they travel rather than drive themselves. The huge cost of a major new road cannot be justified and instead we need improved railways, more stations, and park and ride facilities all along the east west route between Bristol, Caldicot, Magor, Newport and Cardiff. This will get more people out of their cars and reduce congestion further.

Cardiff already has congested roads and does not need another major road bringing traffic from the East. We need more people using public transport to ease Cardiff's congestion.

In conclusion. I object to the purple route because it cannot be justified on grounds of cost and the environmental damage it will cause.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would prefer you to do the 'do minimum' scenario than waste a lot of money on a new motorway. However as I have highlighted above I would actually prefer an option you have not provided on this consultation, a dramatic large investment in east-west rail services to help the commuters of Bristol, Caldicot, Magor, Newport and Cardiff get off the road and enjoy rail services instead. Many people would prefer to avoid the high costs of running a car and travel by train which enables them to use their mobile technology. We need more stations, park and ride and an increase in rail capacity. This would reduce congestion on the M4 as well as reduce congestion in our cities.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA under European legislation requires the consultation to provide reasonable alternatives to the preferred option. The consultation should have offered an obvious and reasonable alternative which is more sustainable, involving public transport improvements.

**Q9. Additional comments**

Please provide any additional comments here.

I wish to object to the draft plan consultation as I believe the information provided in the traffic forecasts is misleading. The forecasts are massively overestimating future traffic flows and congestion. The documents have not described how the variable speed limits have improved flow on the M4 in the last few years. Accidents are fewer and probably no worse than other urban motorway sections elsewhere.

I also object to the consultation process because it has not provided a reasonable alternative involving public transport improvements.

The pop up messages on the consultation form are not needed and slowed down my completion of the form.

The frequent references to the previous consultation, and the question 'in particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?' is confusing and unless you did the previous consultation you do not understand it. Why has this been put in? I believe it may have confused people and put them off completing the consultation form.

I got the feeling that the consultation process was biased in favour of the black route preferred option and deliberately failed to give a public transport alternative in order to avoid it competing with the preferred route. I therefore object to the way the consultation was done.

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No. This will ruin precious wildlife areas that will be lost for ever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No. This will remove precious wildlife habitat for ever. This is NOT acceptable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No. This will remove precious wildlife areas for ever. This is NOT acceptable

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This again removes precious wild life areas. NO. This is not acceptable

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No good. This still damages and removes precious wildlife areas

**Q9. Additional comments**

Please provide any additional comments here.

The Gwent Levels are the largest area of ancient grazing marsh in Wales and one of the largest in Britain. The Levels are diverse and extremely rich in wildlife including many rare plants and insects. This area has been registered as a Landscape of Outstanding Historic Interest.

I strongly object to all routes because they cut through several national sites of Special Scientific interest and will result in a considerable loss of wetland habitat. The routes will damage the integrity of the whole ecosystem around Gwent Levels and this damage will be irreversible. It is irrelevant whether the route addresses the problems and will achieve the goals of the M4 Corridor around Newport. The damage to the environment caused by any of these proposals is unthinkable, leaving habitats degraded and rare species of wildlife very vulnerable with probable extinction.

The proposed routes cut across the River Usk which has been designated under European legislation as a Special Area of Conservation.

The above reasons are more than enough to stop all further thoughts of any of these routes.

I could not object more strongly to all of these proposals.

Public transport needs to be improved so fewer cars use this corridor. This is the obvious solution.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object totally against the black route proposals.

I am completely outraged that this ludicrous proposal is even being considered!

The Welsh Government are responsible for Sustainable Development - what a joke!

Instead of destroying the unique, special and beautiful landscape and habitats of the Gwent Levels and all its associated wildlife, we should be ALWAYS looking at sustainable forms of transport, not providing more concrete roads for more vehicles & more pollution. The black route proposals will destroy 5 Sites of Special Scientific Interest, ancient woodland and important & unique habitats for declining species such as the water vole. Have you read the 'State of Nature' report?

Obviously not. Our wildlife is suffering because of the number of humans and their actions on this planet, new roads result in fragmentation of wildlife habitats, pollution run off into the reens, rivers, streams and the sea. You have a responsibility to Sustainable Development - get your act together!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object totally against the purple route proposals.

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**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We need to look at alternatives, including the 'Do Minimum Scenario' and also the Blue Route proposal that Campaign Against Levels Motorway are proposing. The Blue Route option will reduce the impact on the essential eco-system of the Gwent Levels, it will use existing infrastructure and will help to reduce the congestion of the M4 around Newport. It's the obvious option, so why are you even considering the others? What's your real agenda? How are you going to explain your decisions to the children of the future, when they can no longer walk across the Gwent Levels and see the wildlife?

I am completely outraged that the Black, Purple & Red options are even being considered! The Welsh Government are responsible for Sustainable Development - what a joke! Instead of destroying the unique, special and beautiful landscape and habitats of the Gwent Levels and all its associated wildlife, we should be ALWAYS looking at sustainable forms of transport, not providing more concrete roads for more vehicles & more pollution. The black route proposals will destroy 5 Sites of Special Scientific Interest, ancient woodland and important & unique habitats for declining species such as the water vole. Have you read the 'State of Nature' report? Obviously not. Our wildlife is suffering because of the number of humans on this planet, new roads result in fragmentation of wildlife habitats, pollution run off into the reens, rivers, streams and the sea. You have a responsibility to Sustainable Development - get your act together!

**Q9. Additional comments**

Please provide any additional comments here.

I am deeply saddened as well as outraged at your proposals and completely object to them.

I find it unbelievable that this is even being considered.

Our wildlife is always suffering because of human's actions and decisions - eg. Cardiff Bay barrage, proposed Severn Barrage - another ridiculous scheme.

We need to look to the future in a sustainable way, why aren't you addressing more of the issues around sustainable transport?

If this M4 relief road goes ahead, there's no way of turning back the clock.

You must make the right decision.

The right decision is the Blue Route option.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only long term solution

**Q9. Additional comments**

Please provide any additional comments here.

No more sticking plaster short term solutions please like this 'blue route'.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or dual carriageway across the unique Gwent Levels, nationally important and precious for its habitat, the flora and fauna, its sense of tranquillity and long and unusual history. This wonderful oasis, affording local people the opportunity to spend quality leisure time enjoying and learning about nature and history is not balanced by a short term, polluting development which will not address the root problems of transport in the area in the 21st century but will destroy our heritage for all time.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to any motorway or dual carriageway across the nationally important Gwent Levels with its damaging and irreversible effects on the unique and precious landscape, wildlife and history. A rare treasure, it should be conserved and managed for people to enjoy in peace and tranquillity and to hand on to future generations.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or dual carriageway through the unique Gwent levels. The proposed loss of such a significant habitat with its special flora and fauna is to be deplored and opposed. Pollution, irrevocable destruction of a peaceful and species-rich site, removal of a much loved scenic and educational facility should not be countenanced for the sake of a short term project which will not solve traffic congestion in the area.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

This is a short term solution which will have no lasting positive impact on traffic congestion but will have damaging and irreversible consequences for the environment of the Gwent Levels. Unless and until we look to public transport measures we will not succeed in preventing continued traffic congestion with its associated costs in term of health, environment and economy. Look at the M25 and other major roads that fill up with a never ending stream of congested traffic. Two lanes, three lanes, four lanes, five lanes? - it is never enough. The car cannot be king for ever.

And if the oil runs low and costs escalate, if other fuels are not easily accessible, if the economy crashes, what happens then? Our precious heritage will have been destroyed for nothing.

The estimated £1 billion is a horrifying amount of money to be spent on a road. It should be used for more worthwhile long term projects. In the sphere of transport it could be put to much better use by improving public transport eg rail services and facilities such as new stations, a new Metro in south east Wales, upgrading the A48/Southern Distributor Road.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route.

The Black Route will only cause unacceptable and totally avoidable gross and negligent environmental destruction, including the loss of some SSSI sites. Why designate sites as SSSI and then when it suits the Welsh Government, outline proposals to drive a bulldozer through them and destroy them forever!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route.

The Red Route will only cause unacceptable and totally avoidable gross and negligent environmental destruction, including the loss of some SSSI sites. Why designate sites as SSSI and then when it suits the Welsh Government, outline proposals to drive a bulldozer through them and destroy them forever!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route.

The Purple Route will only cause unacceptable and totally avoidable gross and negligent environmental destruction, including the loss of some SSSI sites. Why designate sites as SSSI and then when it suits the Welsh Government, outline proposals to drive a bulldozer through them and destroy them forever!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the do minimum scenario.

The do minimum scenario will not alleviate the current problems afflicting the M4 Corridor around Newport, or achieve the required goals. Clearly something needs to be done to address the existing extreme congestion issues in the M4 Corridor in and around Newport.

**Q9. Additional comments**

Please provide any additional comments here.

I strongly support Professor Coles "Blue Route" which has been proposed and supported by CALM the Campaign Against the Levels Motorway. The Blue Route will cost far less than the proposed Black Red & Purple Options and also cause far less environmental damage and maintain the environmental structure and importance of the Gwent Levels for wildlife.

To proceed with either the Black Red & Purple Options will show the Welsh Government to support unnecessary environmental damage, resulting in climate change and causing irreparable damage to unique and important natural areas of Wales. To proceed with any of these three Black Red & Purple options, to which I strongly object, will fly in the face of the Welsh Government's commitment to support environmental protection and sustainable development and show that this Welsh Government and its Ministers care nothing about the Welsh countryside and its unique nature and biodiversity. It will also send out totally the wrong message to other potentially environmentally damaging unsustainable developments which may subsequently be proposed across the rest of Wales in the future. Once the Gwent Levels are destroyed there is no turning back and they are destroyed forever. Will the existing government want to be remembered for such grossly negligent environmental damage which will impact all future generations?

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am against the proposal for the Black Route and complementary measures. I think the route is unnecessary, expensive, and damaging. There is little evidence to show that the black route would improve the current problems experienced on the M4 around Newport.

The benefits suggested by the draft plan are significantly outweighed by the detrimental effects - the outrageous cost suggested, the damage to the 5 SSSIs on the proposed route and ongoing environmental effect on the Gwent Levels wildlife, and the economical downfalls of creating another way to bypass Newport city - which already has enough trouble encouraging visitors and has a dying town centre trade due to this.

There is little evidence to suggest that any additional road is needed at all anyway - traffic levels have plateaued and there will always be additional traffic and longer journey times during rush hour (unless better public transport is provided and encouraged!).

The draft plan suggests there would be "significant travel time savings" - but it would appear that the time saved would be under 10 minutes per journey - is it really worth spending over £1 billion for this? I say, no.

The draft plan also suggests that access would be improved to South Wales/Newport - but there do not seem to be any junctions on the proposed black route - so this isn't improved access to Newport, it's a bypass. Newport needs MORE trade, not less!

The draft plan states "Additional junctions to the south of Newport would increase the potential of employment sites". - if there are to be junctions to the south of Newport, this may encourage new businesses and expansion of current businesses, but the only locations for this to occur are SSSIs which should NOT be developed. The black route would open up the possibility of development in these extremely important environmental areas, and that is unacceptable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am against the proposed red route and its complementary measures, for the same reasons I am against the black route - unnecessary, damaging to the economy and environment, overly expensive.

In addition, I would like to state that the red route as an "alternative" seems ridiculous, and just as bad as the black route. The route change comes after the 4 SSSIs that are severed, so environmental damage in both the short and long term is still certain. This change, as stated in the draft plan, is also not a good thing as it cuts across the landfill site. I am also concerned about the proximity to the Newport Transporter Bridge, which is a Grade 1 listed structure, and the historic docks area.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am against the proposed purple route as, like the black and red routes, it is expensive, damaging to economy and environment, and jeopardises the future of historical areas in Newport, biodiversity in the globally important Gwent levels, and further crushes the possibility of economic growth in Newport town centre.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the Do Minimum scenario - congestion is not a major problem in the South Wales area, and with more support for public transport and cycling, congestion could be reduced without the ridiculously expensive, damaging and unnecessary construction of a road south of Newport.

The CALM group have proposed a "blue route" alternative which takes advantage of the recently opened road south of the Llanwern steelworks (A4810). I support this - with a little development, this route which already exists, along with the A48 southern distributor road, will provide the extra capacity that is apparently needed for the M4 during rush hours. This is far far cheaper than constructing a new road right next to this existing road, and also means there would be less damage to the environment. This route also allows better access to Newport city Centre which could benefit it economically.

It seems like this alternative has just be ignored in the draft plan for no discernable reason. It clearly is a viable alternative.

### **Q9. Additional comments**

Please provide any additional comments here.

There is no need for new roads to be built around Newport. Rather, the far cheaper and less invasive option of improvements to the A48 and A4801 route (CALM blue route), in conjunction with improved public transport and cycling options, will mitigate the traffic situation along the M4 whilst protecting the economic and environmental prospects of Newport and the surrounding area.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a lot of reference to environmental improvements due to reduced emissions, but surely this more than negates the detrimental impact on the habitat and wildlife that will be annihilated, not only on the proposed routes but the surrounding protected sites.

Organisation:

Postcode: CF37

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to object to this proposal as it will cause ecological damage to nationally important wetland sites including SSSI's, which it passes through.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This alternative, on account of its narrower impact corridor and slightly different route, is marginally less damaging than the Black Route. However, it would still cause damage to the sites as mentioned in question 1, so I would object to this alternative also.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is slightly less damaging than the Black Route but will still damage the valuable sites as mentioned in question 1, so I would still object to it.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In general terms, I support this scenario which involves only minor works on the existing M4 route plus improvements elsewhere which make relieve some pressure on this route. The reasons for this are given in detail in response to question 9.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA statement identifies a number of negative impacts of the proposed development. It is my opinion\* that these impacts need not occur as the three proposed routes - Red, Purple and Black - are unnecessary developments for reasons which will be set out in response to question 9.

\*The opinions expressed in this response are not necessarily those of the School of Applied Sciences of the University of South Wales, or the University as a whole.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This document shows that the "do minimum" scenario would be unlikely to have any adverse effects on these sites and this is one scenario why this scenario should be supported. The other options would be likely to have adverse effects which would require mitigation. The effectiveness of such mitigation measures is inherently unpredictable and they may not be fully effective. This forms another reason for objecting to the Black, Red and Purple routes.

**Q7. Health Impact Assessment**

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

This Assessment presupposes a future increase in road traffic congestion and adverse health impacts by various means, unless one of the Red, Black or Purple route options is developed. In my opinion, the Assessment does not take account of the health benefits in terms of reduced pollution-induced illness, reduced stress-related illness and - in the case of increased cycling - improved cardio-vascular fitness that could be achieved by reducing road traffic and switching transport to other modes. These could include electrified rail (for long-distance and commuter transport), other public transport modes and cycling for local traffic, and reduction of transport requirement as discussed in the response to question 9.

Other benefits - listed in UKERC report 2001/001, p38 - include reduced deaths, disabilities and other injuries resulting from switching from car transport to other modes.

**Q8. Equality Impact Assessment**

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

This again makes a presumption in favour of car transport and assumes increased congestion with resulting equality disbenefits if none of the Red, Black or Purple route developments takes place. These presumptions and assumptions are not justified - see response to question 9.

### **Q9. Additional comments**

Please provide any additional comments here.

These proposals can be objected to on grounds of non-necessity, based on research carried out by the UK Energy Research Centre (UKERC - working paper 2011/001) and US data on comparable issues. UKERC state that actual traffic growth since 2000 has been well below forecasts (p32) and previous relationships between GDP and travel demand no longer apply (p34). UKERC (2011) proposes in its "LS REF" model - the only scenario compatible with stabilised or reduced total lifecycle CO2 emissions from transport (p57) - that a number of trends already underway will work to reduce road vehicle miles travelled (VMT) in the medium-term future. These trends include: increase in teleworking and business video-conferencing (p41; up to 30% reduction in business trips); increase in home working due to growth of the knowledge economy (p34); internet retailing growth (p34); increase in rail and cycle use for transport (p45); increase in car occupancy (9% by 2020, p48). The scenario envisages 6% reduction in total distance travelled by surface transport by 2020 and 21% by 2050 (p43). For road transport modes, the reduction predicted is 17% by 2020 (p45), with growth in rail and cycling.

The decoupling of GDP growth from VMT is clear in the USA, with no increase in the latter as GDP has grown over 10% since 2009 and VMT no higher in 2011 than 2003 while GDP rose over 30% (Guardian, 12-06-2012). The ratio of GDP to VMT has dropped 10% in the core 15 EU states since 2000 (Guardian, op cit). Dr J Kenworthy (World Transport Policy and Practice, 19.4, Oct 2013) states 39 of 42 metropolitan areas worldwide reduced VMT per GDP unit between 1995 and 2005, by an average of 24%, finding that "GDP per capita ... is an extremely poor predictor of car use". To conclude: appropriate alternative actions could avoid adverse impacts, produce a resilient transport system and bring many benefits to the SE Wales metropolitan area.

(Editor's note: personal details removed)

Senior Lecturer in Geography and Environment  
USW

Organisation:

Postcode: CF72

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe it will damage a site hugely important to wildlife in the area. Once we start developing over SSSI's, our most 'protected' designated sites, where will it stop? Is nothing sacred?

I object strongly, there must be another way.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object, I believe it will be destroying an area which once destroyed, can never be regained.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

**Q9. Additional comments**

Please provide any additional comments here.

Improve public transport so that it is more affordable and accessible

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route will have major negative impact on biodiversity; cultural heritage; lanscape, noise, air quality, water qualty and people, which cannot be dealt with with mitigation (see Q5).

The proposal for a 6 lane motorway appears to be unjustified, based on conjecture and assumption, with conflicting statements in the doucmentation, notes as follows:

It appears there has not been a health & safety investigation of joining a six lane motorway to juncton 29, which is an elevated section of motorway which can be congested with the existing traffic pending the flow on the A48(M) and has only just been re-modified to cope with these existing traffic issues which should help alleviate traffic and queues in Newport.

Statements regarding the M4 condition are misleading; the sections with no hard shoulder are minimal; the use of one lane to help offload traffic at junctions whilst trying to minimise impact on free flowing traffic is an enhanced safety feature and should not be noted as a negative. The M4 may require maintenance but hopefully not in the Newport area as this should have already been undertaken within the roadworks which have been affecting Newport for the last few years.

No real positive statements or predictions have been made regarding the impact of variable speed limits to minimising stationary or slow traffic in peak times and this could be a large part of the solution.

Traffic queues are worse at peak times a feature of all motorways and usually free flowing at other times, this does not justify a new six lane motorway.

Complimentary measures are weak and as a local resident not desirable in that area at the expense of biodiversity impacts.

Colossal waste of tax payers money already spent on recent safety improvements.

Rumours of the new road becoming a toll road would increase traffic congestion and pollution and be detrimental to the Newport and Welsh economy.

This option is not sustainable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not a feasible or reasonable option for consideration and therefore should not have been included.

See also comments under Q5

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not a feasible or reasonable alternative and therefore not for consideration and should not have been included in the plan.

Please also see comments on Q5.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a feasible option and demonstrated continued positive impacts of new safety features on the existing M4, including variable speed limits, dedicated lanes for offloading traffic at junctions and anticipated improvements to alternative transport options.

The protected negative impacts on noise and air quality are misleading as this is based on conjecture involving anticipated increases in traffic.

Only limited consideration has been given to improvements in vehicle technology and in alternative modes of transport; care sharing and other options such as providing tax relief to large companies or institutions for providing company transport to their sites for workers i.e. like the school bus system.

It also saves public money in that it negates the need for a lane motorway and is likely to have a minimal impact on biodiversity and people.

Increasing the road network has not been shown to be effective at reducing traffic or associated problems.

Preferred option.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Fails:

To look at the impact on the biodiversity of the area; designated sites and associated corridors as one 'interconnected habitat that functions as a whole'

To assess the impact on the Newport Wetlands' National Nature Reserve in the context of it being compensation for Cardiff Bay Barrage and thus any effects would have a two fold impact

Consider impacts of noise & air quality on breeding birds & waders within the area affected. These are key features within the wetlands and essential to mitigation for Cardiff Barrage.

That the wetland areas being negatively effected are intrinsically important to the people of Newport as a 'green lung', as a special place away from development and noise where it is a rare privilege to attain peace; tranquility & wellbeing within just a few miles of the city centre.

Impact on existing villages; individual houses; road networks; footpath/bridleway path networks.

To fully consider the impact of road works including constuction and completed feature. NO information provided as to what this would entail; this misleads the public.

Maps of the area fail to show existing features or sites that the proposals would impact on.

To show safety impacts of joining a 6 lane motorway to junction 29 an elevated part of the motorway which is already a traffic hotspot.

To show the impact of surrounding the residents of Newport with major road networks.

To show adequately the landscape impact (I can see the Transporter Bridge from one road over).

To consider reasonable alternatives.

Wrongly suggests mitigation can simply negate impacts of works.

Fails to identify where floodplain can be provided or new reens created.

Implies new habit can replace habit which has taken centuries to form which is misleading.

Dlution lagoons, attenuation ponds & water treatment areas are large scale features which are not adequately assessed in terms of impact on replacing existing habtat.

Alternative options unreasonable, same comments as above.

### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Fails to adequately assess the impacts on European designated sites in terms of cumulative impact for example there are existing access points across the river and a new crossing point will add to any existing issues particularly with regard to water quality, flows and impacts on biodiversity.

Fails consider the schemes inability to provide new floodplain impacting on both SAC's

Fails to understand to true concept of biodiversity and the importance of interconnecting habits to function as a whole.

Does not provide a true european wide or strategic wide consideration of impacts on the two sites and their functionality as a whole.

Fails to provide any information on other scheme proposals that may impact on the sites or on their integrity within a river catchment context.

### ***Q7. Health Impact Assessment***

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

Fails to adequately consider the health impact of surrounding Newport by major road networks within an industrialised landscape.

Uses assumption to state positive health impacts.

Fails to recognise the negative impact on health following major impacts on the wetland areas as a green lung and place of tranquility; enjoyment and sense of wellbeing as well as physical exercise connecting between access pathways and the opportunity to be in nature.

### ***Q8. Equality Impact Assessment***

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

The preferred scheme and alternatives reduces equality through loss of existing pathways for both able and non-able bodied; reduces landscape, cultural heritage & biodiversity and negatively impacts on wellbeing . Inadequate time to consider in full.

### **Q9. Additional comments**

Please provide any additional comments here.

The consultation documents are misleading. make assumptions & ambiguous statements especially with regard to benefits to the economy; safety; traffic; mitigation for negative environmental impacts and positive effects of the scheme.

Very little detail is provided on scheme dimensions both temporary or permanent which is misleading and can bias the consultation process and outcome.

Assumptions regarding mitigation are grossly unrealistic & unachievable.

Inadequate time has been provided to provide comments in full.

The consultation appears to assume permission will be granted irrespective of limitations identified or concerns.

Despite identifying major negative impacts on landscape, biodiversity and cultural and historic landscapes/features which are a major asset to the City, the overall scheme is deemed a positive, I find this incredible and do not agree that the scheme is needed or deemed positive.

To say that key areas of concern will then be dealt with in the EIA is unrealistic and represents a failure of the planning process which could result in irreversible degradation to city and the people of Newport and future generations.

Appears to be a 'Newbury' road building scenario all over again.

Fails to acknowledge the amount of public money already spent on improving the M4 & ongoing positive effects of these.

Fails to fully consider potential benefits to alternative transport schemes. Reporting that this is being explored elsewhere is not adequate & should be a major component of any justification for the scheme.

Fails to highlight that traffic issues are peak times only; does not put the M4 into context with other motorways in the UK - may find the M4 in Newport is not that bad. Communtor traffic anticipates this is a feature of the modern age. More roads is not the sustainable answer.

Does not provide reasonable alternatives.

I object to the black route; red route & purple route and do not believe the scheme is viable or necessary.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route because it will damage the countryside on the Gwent Levels. I do not think we need any more large roads.

We need to think about the future and provide more public transport.

It is now too expensive to own a car for many young people and the Welsh Government needs to provide us with alternatives to and from where we live to where we work and where we meet our friends.

I also object because the huge cost of this road cannot be justified, at a time when Councils are having to make big cuts in services.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route because it is similar to the black route and also damages the Gwent Levels.

I also wish to object to the large cost of this road, when Councils are having to make big cuts in services.

I believe public transport is the way forward. More rail services please and buses.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route because it is really similar to the other routes and also damages the Gwent Levels.

I do not think a large amount of money should be spent on this when Councils are having to cut back vital services.

I want more public transport because young people like me cannot afford to own a car let alone run one.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would prefer this to building a motorway across the countryside.

**Q9. Additional comments**

Please provide any additional comments here.

I don't think you have tried to get the views of young people around Cardiff, I only heard about this last week.

Cardiff needed to be consulted because a new road will increase traffic coming to Cardiff and we have too many cars on the roads already. Why wasn't the Cardiff area leafleted? we all use the M4.

Organisation:

Postcode: bs2

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT.

Cutting through the Gwent Levels undermines all the good work that the Welsh Government are striving to achieve, in regards to preserving and enhancing the natural environment within Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT.

The Gwent Levels are a unique habitat, which if destroyed will be irreplaceable- it's the Welsh equivalent of cutting down the rainforests- please think on a more long term basis.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

OBJECT.

Surely, the fact that much of the land has been registered as a SSSI and a SAC, should give an indication that the land has a richness of wildlife that should not be broken up into areas, that cannot sustain themselves individually.

**Q9. Additional comments**

Please provide any additional comments here.

Please find an alternative to these devastating actions. Think long term.

Supporting an increased service of public transport has got to be a better long term solution. Commuters will be happy to pay for this, if there is a comprehensive and affordable service. It creates less pollution, less isolation, an enhanced community and less congestion. Surely this has to make sense?

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Black Route draft plan as, if carried out, it will have an unacceptable impact on wildlife in and surrounding nationally important Sites of Special Scientific Interest.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Red Route and its complementary measures as, if carried out, it will have an unacceptable impact on wildlife in and surrounding nationally important Sites of Special Scientific Interest.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Purple Route and its complementary measures as, if it is carried out, it will have an unacceptable impact on wildlife in and surrounding nationally important Sites of Special Scientific Interest.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There are cost effective alternatives to the above three proposals which will offer far less of an economic burden on the people of Wales and far fewer environmental impacts to Sites of Special Scientific Interest.

**Q9. Additional comments**

Please provide any additional comments here.

During the 1960s I lived in Cardiff and used to frequently visit the Gwent Levels, mainly in the Peterstone Wentloog area, and it was here that I first experienced watching, for example, the acrobatic rolling and tumbling display flights of male lapwings and water voles swimming along reens. The area that I did frequent was developed into a golf course, and even though the above animals have now become endangered species, it is too late to bring back that particular habitat. The levels are unique and irreplaceable and once gone are gone forever. The Welsh Government must stand by its commitment to environmental protection.

It is, however, not too late to prevent the proposed motorway relief road from being built. There are alternatives which have not been given sufficient consideration and which promise far less of an environmental impact and at substantially less cost, and these alternatives should be looked at.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having considered the plans I am not convinced that another road is needed. Traffic seems less than predicted due to ever rising costs and the expense of building a new road (environmental as well as financial) makes no economic sense.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having considered the plans I am not convinced that another road is needed. Traffic seems less than predicted due to ever rising costs and the expense of building a new road (environmental as well as financial) makes no economic sense.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Having considered the plans I am not convinced that another road is needed. Traffic seems less than predicted due to ever rising costs and the expense of building a new road (environmental as well as financial) makes no economic sense.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This seems to need more consideration in light of updated traffic forecasts.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am not convinced that the disruption to the environment is worth the expense. Business must not be reliant on road traffic in the future.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

**Q9. Additional comments**

Please provide any additional comments here.

More must be done on rail transport. Both main line and a regional network. The increasing cost of private vehicles and the cost of using road traffic will, in my opinion, reduce traffic making the proposed new road somewhat redundant.

I have not seen any information that convinces me that businesses will move into south and west Wales if a new road is provided.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would like to see greater investment into public transport e.g. rail networks and bus routes. If small stations that once functioned like Llanwern train station, for instance, could be made available for use between Magor and Newport, people would be more likely to opt for easier local commutes. There is already high congestion levels each morning passing between the Caldicot and Magor areas, joining onto the M4 at Junction 23A.

There could be further development to the newly opened link between Magor and Newport through the old Llanwern Steelwork site- SDR route.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a need for improved east - west communications but this makes unreasonable inroads into the SSSI sites of the Gwent levels and I object to this route. Also none of the routes identify local access and I believe this project would best serve communications by largely bypassing Newport, though I agree this would lessen the benefit to the docks area and possible new development there.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route seems to offer no advantages in comparison with the Black and Purple routes, and I object to it on those grounds alone.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is a need for improved east - west communications and though I dislike the inroads into the SSSI sites of the Gwent levels from the assessments in the Consultation document it would appear to be little different across the board compared with the Black Route. Hence it is the option I like least. Repeating the comment I made on the Black Route, none of the routes identify local access and I believe this project would best serve communications by largely bypassing Newport, though I agree this would lessen the benefit to the docks area and possible new development there.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If the traffic projections are realised then this is not an option. However if they continue to be static by taking other measures to reduce road traffic then this becomes a favoured option. One of my concerns with the data as presented is there is no differentiation between counts of cars, light haulage vehicles and HGVs. The impact of a new road will be different for all three categories and can result in significant rerouting particularly by HGVs and also improvements to public transport will broadly only affect car use.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The HRA makes reference to mitigation actions and these need to be considered in depth and implemented given the designations of the various sections that make up the environmental area.

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route because of its impact on the SSSIs of the Gwent Levels. I cannot accept this is the best solution for a government that claims sustainable development is its central organising principle.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route because of its impact on the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route because of its impacts on the Gwent Levels.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Welsh Government should allow time for the implemented measures to take effect before it can conclude a relief road is needed.

**Q9. Additional comments**

Please provide any additional comments here.

I understand that an alternative option has been described in a report by Prof Stuart Cole published by the IWA involving improvements to the A48 and the steelworks road. This option would not cause nearly such a major impact on the wildlife of the Levels. Avoiding wildlife impacts should be a primary objective for a government committed to sustainable development; to accept impacts when alternatives exist is extremely disappointing and lays bare the frailty of government's understanding of and commitment to sustainable development. Therefore I urge the Welsh Government to reconsider - if it considers a new road is really needed it must consider this less damaging alternative.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is unlikely that the plan will relieve congestion other than very short term- building a new road inevitably leads to an increase in traffic- greenhouse emissions etc will therefore increase over time, not decrease.

The plan does not improve access to Newport, it is, in effect, a Newport by-pass. There is therefore no likelihood of any substantial improvement in economic activity in Newport.

Noise, air quality and pollution would worsen in my area as it is near to both the proposed routes and the existing motorway.

In the medium and long term, pollution would increase overall as the volume of traffic increases.

The route would have a very negative effect on the Gwent levels and SSSIs- once damaged they could not be reinstated.

The route runs across a flood plain- the area is already liable to flood and the sea wall is not sufficient to control the forecasted rise in water levels.

Walking and cycling routes would not be of any benefit to small villages and hamlets along the route. Improvements in public transport and rail are not part of this plan- a transport overview is needed not merely a plan for more roads being built.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have the same objections to the "Red route" as to the "Black route" as they take virtually the same route in my area.

The route is unlikely to improve my area's quality of life or environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See responses to Questions 1 and 2 above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M25 around London is congested and at capacity levels on a daily basis but this does not seem to have had a negative impact on economic activity in the area. There is no evidence to suppose that the economic/business situation in South East Wales would improve simply because a new motorway is built. Quality of life and the environment is very important to businesses relocating, as well as to individuals.

The improvements to local road systems/junctions already planned, the enhancement measures, should be given time for their impact to be assessed before any decisions are made as to what may or may not be necessary in the future.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All the plans, other than the "Do Minimum" plan will have an adverse effect on my environment.

Noise, light and air pollution will inevitably increase and flood risk is likely to increase.

Because there are fewer people living in my area does not mean that it is acceptable to worsen local pollution levels and our quality of life.

"A new road would likely contribute to loss of tranquility in the Gwent Levels" (ref : SEA)- which is where I live.

"Emissions from traffic using the new road would cause deterioration in local air quality"- which would affect me, my family and neighbours.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Black, Red and Purple routes will all have a major negative impact- damage will be done to areas of SSSI and woodlands, which will be irreparable.

#### ***Q7. Health Impact Assessment***

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

It is very likely that my health and certainly my, my family and neighbours' well-being will be adversely affected if any of the planned new roads are built. Noise, air and light pollution will increase without any identified local benefit.

#### ***Q8. Equality Impact Assessment***

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

The proposed new roads will not improve my life or quality of life. The plan should be aimed at improving everyone's life, not to move problems and pollution from one area to another.

The Action Plan detailed in the assessment (Table 17) could be instigated without any need for a new motorway and could greatly improve the current situation.

**Q9. Additional comments**

Please provide any additional comments here.

I chose to live in a village so as not to be surrounded by noise, light pollution and poor air quality, but, should the new road plans proceed, my quality of life will be worse not better.

Building new roads will not encourage a "cultural shift in travel behaviour towards more sustainable choices" (Goal 15). It will only encourage road use. Better and more accessible public transport and rail services are needed and these are not within the scope of this plan. The plan is biased towards road construction- the consultation documents have been jointly published with a road building company.

I understand that widening the Brynglas Tunnels is a viable option. If the west bound tunnel had been repaired following the fire a number of years ago, current congestion would have been much less. ("butterfly wing effect" as traffic slows suddenly).

A better plan would be to find ways of decreasing road traffic in general rather than to encourage it's expansion- improved public transport to take some cars off the roads and improved rail network to encourage more freight to be moved by rail.

The cost of building the proposed road will be enormous and the money would be much better spent on new schools, better education and health systems etc.

Congestion is "cited by the business community as a barrier to economic growth". Research should be undertaken to evidence whether this statement is true.

The aim should be to minimise all types of pollution for all residents rather than reduce it in some areas and increase it in others.

The planned roads will act as a by-pass for Newport and will not have any positive effects on the town.

Organisation: Newport Friends of the Earth

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On what traffic forecasts and economic model is the need for this new motorway justified? Traffic levels are falling. Building a new motorway to reduce congestion will only generate more traffic. This occurred on the A34 Newbury Bypass, which the predicted traffic levels for 2010 were reached in 2003.

No economic model has been published that can justify spending £1bn on a new motorway.

The M4 around Newport is mainly used by local traffic, not long distance through traffic. Reducing congestion can only be attained by a modal shift away from cars to public transport, cycling and walking. For example, the proposed South Wales Metro could take a lot of this traffic, as could properly integrated public transport interchanges (but not like the current example of the redeveloped Newport Bus Station).

New railway stations (at Llanwern, Magor and to the west of Newport), would help take traffic away from the current M4.

The estimated cost of over £1bn for the motorway could be better spent on providing the above measures. This would generate more jobs, produce less pollution and carbon emissions and be more sustainable.

Newport would not gain from the new motorway, which would divert traffic away from an already economically depressed city.

All this is additional to the environmental destruction caused to the Gwent Levels SSSI.

**Q7. Health Impact Assessment**

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

The impact on people's health (both physical and mental) will be great.

Newport already suffers from areas with high noise and air pollution. Building a new motorway will only exacerbate this (especially around the area of Pillgwenlly, which already suffers poor air quality). People's health would be improved by shifting people from cars to walking/cycling (as well as public transport).

This can only be achieved by the proper provision of safe walking and cycling facilities.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route would be favourite as it has the most direct line. This keeps the proposed new route the shortest, minimising pollution near to Newport. It must surely be favoured by L.G.V. operators, especially traffic passing through the area for businesses in the more Westerly reaches of Wales, and of course the docks, as there is a significant amount of traffic to and from Ireland.

Modifying the existing M4 between J23 and J29 from motorway status would make the route more user friendly for the heavily populated areas of Newport, Cwmbran and villages surrounding.

Finally the present traffic problems that arise on this stretch will be alleviated.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would not favour this route although of course it would have the same advantage of changes proposed for the existing M4.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario has none of the advantages of the proposed new M4 route. It does not remove problems that exist between J23 and J29.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It would appear that the routes proposed, especially the Black Route, after the works are finished and surround land has settled would have minimal impact on the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The proposed route especially the Black Route will have minimal impact on Habitats, once works have finished. It is amazing how such projects soon blend in and nature lives with them, or some cases use them to its advantage.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. If traffic congestion was removed from the existing route, especially the area close to Brynglas tunnels it would no doubt improve the air quality, as exhaust fumes must build up very badly. The proposed new routes, whichever chosen, would have free running traffic, therefore pollution from exhaust fumes would be minimal.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. If the proposed road came to fruition, especially the Black Route, it would improve the lives of everybody, not only people in the locality, but all who have reason to come in contact or pass through it.

**Q9. Additional comments**

Please provide any additional comments here.

The Welsh economy desperately needs this improvement to help with commerce in the South and Southwest. It would be good for this area, especially between J24 and J26, for the existing M4 to be downgraded from a motorway.

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the black route option is very damaging to the largest SSSI in Wales and mitigation of such impacts on it would be difficult and very costly to implement. I also feel that the effect on traffic problems experienced on the existing M4 motorway at peak times will be negligible, since the majority of traffic is local travelling between junctions in the this area. I object to the black route option for these reasons.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the red route option is very damaging to the largest SSSI in Wales and mitigation of such impacts on it would be difficult and very costly to impliment. I also feel that the effect on traffic problems experienced on the existing M4 motorway at peak times will be negligible, since the majority of traffic is local travelling between junctions in the this area. I object to the red route option for these reasons.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that the purple route option is very damaging to the largest SSSI in Wales and mitigation of such impacts on it would be difficult and very costly to impliment. I also feel that the effect on traffic problems experienced on the existing M4 motorway at peak times will be negligible, since the majority of traffic is local travelling between junctions in the this area. I object to the purple route option for these reasons.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum in terms of investment in the road network around Newport would be a proportionate option since the traffic data put forward in the consultation does not show a significant increase in traffic using the M4 at peaks times between 2005 and 2012. There are no external factors which will cause a dramatic increase in traffic volume in the near future to warrant such huge expense, proposed for any of the route options. Figures show that traffic volumes at peak times have been lower during the economic downturn and have not yet returned to their former levels. Diverting traffic away from Newport places the city at a disadvantage for renewal and growth, compared to Cardiff. With high biodiversity targets to meet, it is unclear how causing so much disruption to the habitat and species of the Gwent level help to achieve this.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I'm unsure about how useful the information contained in such an assessment is, as the evaluations are based on many assumptions which may not be correct in the future. The mitigation for impacts on biodiversity assume that the measure implemented actually work. It seems unlikely that additional land will be brought into better management to improve the quality and connectivity of the reed habitats on private land outside of that obtained through CPO.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The assessment of the European sites in the HRA screening and statement to inform an appropriate assessment deals with the effects anticipated. Although again many assumptions have been made, in the absence of relevant, thorough and up-to-date survey information. All sites with the exception to the Wye Valley and Forest of Dean bat sites may avoid significant effects, but severance issues surrounding a new road are known to be difficult to mitigate. It is unclear how the conservation objectives of these sites will be met. The site which will suffer the main impacts of the schemes are not covered by the regulations and therefore not afforded the same level of protection.

#### ***Q7. Health Impact Assessment***

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

While diverting traffic away from the built-up areas of Newport may have some health benefits with respect to the black, red and purple route options, assumptions have been made regarding the levels of pollutants. Cars are becoming ever cleaner and fully electric cars may become more prevalent in the future which would impact on the negative point of view regarding the do-nothing approach. It is not clear how diverting traffic away from a deteriorating city will impact positively on peoples well-being, since this is closely linked to health. To truly improve peoples health and wellbeing an affordable modern public transport network is required to rejuvenate the whole south east Wales region in order that people can access all jobs not just those in the city centres. A reduction in road transport use will have a far more beneficial impact on health than moving pollution away to a new road, where traffic levels will inevitably increase to overtake capacity.

#### ***Q8. Equality Impact Assessment***

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

I feel that the black, red and purple route options are discriminatory with respect to younger people seeking and older people, disabled and people from less privileged backgrounds seeking employment in the region. Lower income and the lack of cash-up front will mean that these groups of people are less likely to be able to afford and run a car and travel to work in locations other than city centres, as they will be more likely to be limited to public transport. The development of new roads in the region will encourage business to develop away from the city centres thereby excluding people who physically cannot access them.

**Q9. Additional comments**

Please provide any additional comments here.

The consultation its self has been conducted in such a way that many people have been put off from responding. The information regarding the exact locations of the route options has been difficult to find and not at all precise. The paper consultations should have been simplified and included information about the schemes, rather than relying on attendance at public events, held during the daytimes only, or access to the internet.

The proposed expenditure on either of the black, red or purple schemes is disproportionate to the problems experienced on the M4 at peak times and a needless severance of habitat used by unique wildlife of the SSSIs and wider Gwent levels area. The benefits of which appear to be very unclear and potentially do nothing to alleviate congestion at peak times due to the nature of the majority of journeys made on the existing road. It should be difficult for government to justify this when so many public services have been cut or had funding reduced in recent years. If the finances available for such a scheme must be used for transportation projects to bring economic benefits to the region, the most beneficial use of such funds is the construction of a south east Wales metro network.

I find it sad that south Wales is still looking to the past for solutions to economic and transport issues, when a metro system would really place the region on the map as a forward looking modern place in which businesses would want to invest.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route is the best long term solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

An alternative route but with a possible greater impact on the Newport town area.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will not help the regular traffic problems.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I do not have any comment.

**Q7. Health Impact Assessment**

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

The further from residential areas the better the result.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

**Q9. Additional comments**

Please provide any additional comments here.

We are part of nature as much as the wildlife and flora that might be affected by the route across the wetlands. However this is just part of progress. Wildlife will adapt. Eg what has happened with the Cardiff Bay situation. If you go back far enough the Romans began the draining of the Gwent levels. That was for man's benefit and produced what we have today. Wildlife may be affected but sometimes for the better in the longer term.

Newport residents have put up with traffic chaos and increased pollution due to higher traffic levels for too long. We now have a golden opportunity to provide a sensible solution which in the longer term will have little effect on the wildlife on the levels. The maps show how little will be lost compared with the whole.

Organisation:

Postcode: np25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of the Black Route for the following reasons:

1. The Welsh Government has not made an adequate evidence based case for the claimed economic benefits that road construction will bring.
2. The cost is prohibitive at £1 billion pounds plus and would be better spent elsewhere.
3. The construction of the road will cause massively damaging to the Gwnet Levels (an area on nationally important for wildlife).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a road on the Red Route for the following reasons:

1. The Welsh Government has not made an adequate evidence based case for the claimed economic benefits that road construction will bring.
2. The construction of the road will cause massively damaging to the Gwnet Levels (an area on nationally important for wildlife).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the building of a road on the Purple Route for the following reasons:

1. The Welsh Government has not made an adequate evidence based case for the claimed economic benefits that road construction will bring.
2. The construction of the road will cause massively damaging to the Gwnet Levels (an area on nationally important for wildlife).

**Q9. Additional comments**

Please provide any additional comments here.

Newport and South Wales do not require more major roads. They would benefit by an improved transportsystem e.g. improved rail services and stations, development of the South East Wales Metro. Spending money on more motorways is not the answer

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed black route due to the effect it will have on local wildlife habitats. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed red route due to the effect it will have on local wildlife habitats, and its proximity to local housing. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed purple route due to the effect it will have on local wildlife habitats and its proximity to local housing. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the option I consider most appropriate.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the proposed black, red and purple routes due to the impact on local wildlife habitats. I think an alternative motorway will create bottlenecks in different places which will still impact on the rest of the motorway following an accident.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed red route due to the effect it will have on local wildlife habitats. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed purple route due to the effect it will have on local wildlife habitats. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is my preferred option as it has less impact on local wildlife habitats.

***Q9. Additional comments***

Please provide any additional comments here.

I object to the proposed black, red and purple routes due to the effect it will have on local wildlife habitats. I have reservations as to how well it will address the problems of the M4 as it will create alternative bottlenecks at junctions 23A and 29. Problems of the M4 were supposed to have been addressed by the creation of the SDR road.

Organisation:

Postcode: NP8

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black route will address the existing and expected worsening problems on the M4 around Newport because it is proposed to be of motorway standard with possibly only one intersection (compared with the six junctions on the existing section) allowing the free flow of Cardiff and West Wales traffic with the least impact on the urban areas and important areas for nature. The potential for re-engineering J25, 25a & 26 to give traffic better west-bound access on and north-bound off (reducing peak flows through Malpas) has to be an essential part of the strategy. Neither the black or red routes are shown connecting directly with the A449/M50. Unless the complimentary measures include a dedicated link (avoiding Ringland & Llanwern) to a new interchange east of the new Usk river bridge, I fear that the traffic counts on the existing motorway may still remain too high, and there will be insufficient forecast flows to justify a new three-lane motorway. Building only a dual-carriageway river bridge would be very short-sighted. The black route costs could be significantly higher than the red if the port authority require an 'Avonmouth bridge' height clearance over both the river and the south dock entrance.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The building of a non-motorway dual carriageway (or even a motorway with a river bridge with only 2x2 traffic lanes) would be very short-sighted. However, if the forecast flows on the new route without A449 traffic do not justify a 2x3 lane motorway then there will have to be a rethink. The risk is that as a dual carriageway (trunk?) road many more junctions would be added in the future reducing the objective of free-flowing west to east traffic.

I agree that the red route is less satisfactory than the black because there would be a greater impact on the urban areas, however presumably a lesser effect on the docks. If it does not reduce the scheme cost significantly then there is no benefit to outway the adverse effects. I cannot comment on the impact on the landfill site other than it must have only a short (or medium) and not long term effect.

Comments on complimentary as for black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is obviously better than the red route proposal because it is a motorway for the reasons stated in my red route comments. I agree that the purple route is less satisfactory than the black because there would be a greater impact on the urban areas, however presumably a lesser effect on the docks. If it does not reduce the scheme cost significantly then there is no benefit to outway the adverse effects. I cannot comment on the impact on the landfill site other than it must have only a short (or medium) and not long term effect.

Comments on complimentary as for black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do minimum proposal is not tenable in the medium to long term.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

All the routes under consideration would leave a long section of the existing M4 potentially under utilised between J23a & J24. Traffic forecasting is notoriously difficult when new developments have to be factored in therefore I am surprised that the new motorway junction is not much closer to J24 with an interchange for the development area west of the steel works, which would also enable a dedicated link to the A449/M50. Surely the Llanwern golf course can be relocated.

Organisation:

Postcode: SA19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the draft plan is unsustainable and a dire waste of public funds. The plan does not pay enough consideration to the destruction of natural habitats along the levels. Furthermore, the plan places too much emphasis on increased car usage in the coming years.

I have no doubt that the draft plan will address the current problems facing the M4 corridor around Newport and the congestion issues therein. However, as stated, I believe it would be a waste of public funds, a destructive construction from a green perspective and ultimately a useless solution to the issue of motor congestion. The real focus should be on improving public transport and providing an alternate solution to the immediate issue of traffic congestion.

Organisation: no

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too costly too much damage to the environment

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too costly too much damage to the environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too costly too much damage to the environment.

**Q9. Additional comments**

Please provide any additional comments here.

Why spend so much money on building a new road when the present road system could be enhanced? We have the new steel works road already in place it is far more cost effective to use this road and a lot less damage to the Gwent levels. SSSIs are delegated by the government and they are wanting to destroy what they are supposed to be protecting! With the lack of funding for schools hospitals and local authorities why has this large amount of money been delegated to such a project. I hear Edwina Hart calls it "her road"

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to be kept informed about the consultation.

I object to the black route as it travels through a SSSI.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to be kept informed about the consultation.

I object to the red route as it travels through a SSSI.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I wish to be kept informed about the consultation.

I object to the purple route as it travels through a SSSI.

**Q9. Additional comments**

Please provide any additional comments here.

I wish to be kept informed about the consultation.

I object to all the options propose as all travel through a SSSI.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Of the three plans, the black plan is the least worst. However I do not understand why it loops north over the existing road and then rejoins the M4 rather than having a filter to allow people to join the A48M to Cardiff.

I find the question very leading - what extent will a new road reduce traffic on an existing road? You could have a road that ploughs through the middle of Newport and technically you would have to answer yes that it meets the goals of easing rush hour traffic on the M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given that they have just spent two weeks redesigning the area around the waste dump the red route would seem to be out of the picture already, that is good because it is in a poor position for the city and its people, something that is overlooked by the consultation.

Least desirable plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Slightly better than the red but not much better.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Actually my preferred option of those included in this consultation (which is incomplete and ignores all of the previous consultations and work done it seems - where is the widening of the existing M4 plan or constructing a toll road?). The bridge toll is the biggest hinderence on South Wales manufacturing and business not the M4 around Newport.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It is VERY interesting that the SEA includes information that is not included in the consultation document. For example, the consultation document only mentions the reduction in noise and fumes around the existing M4 but is entirely quiet on the problems it would cause for people around the new route. Equally there is ABSOLUTELY NOTHING in the consultation document about measures to reduce the noise from the new road on the west side of the city, all that is mentioned is the benefits to people around the existing road. I find it quite repulsive that although Duffryn school is written on the maps there isn't actually a dot to show how close it is going to be to the new routes - why? Because the consultation is biased and unfair.

### **Q7. Health Impact Assessment**

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

Again it is interesting how certain negative parts of this document were omitted from the consultation document - specifically those that relate to the Duffryn area. People in that area will be less healthy and the new road will increase the rich/poor divide.

The consultation document makes NO reference to measures that could be put in place to reduce the noise of the road on the west side of Newport, even though there are many that could be used (locating the road in a valley, surround it by trees, fencing etc.) This must be included.

I also note the fact the local school, although marked in name is not marked in position which I find biased and unfair.

### **Q8. Equality Impact Assessment**

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

This is quite lopsided in my opinion. It talks about the complementary measures that could be good for health, surely the most healthy option is to put in more paths around the draft plan area (e.g. around the wetlands etc., coastal paths on the west side) and not do the road? Again, the report seems to ignore the fact that the south side of Newport is a walking area already and the new routes will destroy that and make it less healthy.

Of all of them, black - furthest away from people - is the best option (of three bad options)

### **Q9. Additional comments**

Please provide any additional comments here.

I must say that I think this consultation is biased and has not been conducted fairly.

The Duffryn area of Newport, one of the most affected by the new plans was not visited by the exhibitions and does not have a deposit centre. Given that it is one of the least affluent areas of the city, not allowing people to comment on the plans easily in person (rather than only electronically or having to travel) is unfair and cannot be considered equal.

Although some of the reports make reference to previous work, there seems to be no evidence of it in the documents, or the previous consultations. This plan seems to have been completely influenced by Westminster and not at all based on what the local people want. I find this wrong.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would provide the full standard motorway desperately required both for the economy of Wales and the residents of Newport. However the purple route probably offers a better balance between the construction of this essential transport infrastructure and the impact on the environment because of its alignment makes better use of existing brown field land in particular crossing the docks way landfill site.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This intervention is too small in scale and its delivery would take too long to provide the required benefits to both the Welsh economy and the people of Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see previous comments.

This provides the required strategic and local benefits with the minimum impact on the environment.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This mix of measures cannot provide the strategic and local benefits needed.

We need to fix the problems for the sake of Wales and the people of Newport once and for all rather than playing around at the edges.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Inevitably there will be some detrimental environmental effects. However these can be mitigated to a large extent. In addition such large scale construction provides an opportunity to create new habitats.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Previous comments refer

**Q7. Health Impact Assessment**

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

Adverse health impacts can be mitigated

**Q8. Equality Impact Assessment**

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

I dont believe there will be any significant adverse impacts on equality.

**Q9. Additional comments**

Please provide any additional comments here.

Since the construction of the new A4042 scheme from Newport to Cwmbran and the closure of the eastbound offslip at Caerleon Road the Roman town of Caerleon, an important visitor attraction has been left largely isolated. Commuters and tourists approaching from the west either have to travel into one of the most congested areas of Newport, the harlequin roundabout, to access Caerleon Road via the link road over the Brynglas tunnels or travel up the A4042 and access the town via Ponthir. The down grading of the existing M4 and associated reduction in traffic using it following the construction of the new M4 south of Newport should provide an opportunity to revisit the closure of the eastbound sliproad at Caerleon Road and improve access to this important tourist and commuter destination.

Organisation:

Postcode: B97

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object totally to the building of this road across the Gwent Levels. The Welsh Government must not damage any nationally important sites for wildlife. These must be given total protection.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposal.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEW must give the highest priority to our landscape/wildlife not economics.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Ditto question 5

**Q9. Additional comments**

Please provide any additional comments here.

Public service improvements should be fully explored. £1 billion can be put to better use in Wales.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My answer is essentially the same for the three options and the Do Minimum, so as a result of character limits, begins under (1) Black, and continues into (2) Red and (3) Purple...

I support the key notion of the draft Plan that a new road should be developed south of Newport (apropos of nothing but hindsight, perhaps the M4 should have been built there in the first place?). Furthermore, this should be a 3-lane motorway 'new M4', so the Red Route is not supported. However, I have no comments on the Purple Route vs Black Route for a new M4. There are differential environmental and construction issues between the routes that are acknowledged, but I have not formed a specific opinion on the merits or otherwise of each route option.

I appreciate this is a detailed issue, beyond the scope of the current consultation, but environmental mitigation is of particular importance to me as a Magor resident - self interest and all that acknowledged. Currently, the M4 is close to the village, but is not particularly intrusive (where I live), so even as a relatively new resident do not notice traffic noise. Either Black/Red Route wraps a new M4 closer to south-west parts of the village, so the expectation would be of suitable noise mitigation in that area. It is understood that an alignment option could take the carriageway level below the B4245, which would assist in this. Noise barriers should be provided as the route rises to cross the railway (assuming road over rail is required).

Complementary measures should be 'part of the plan' from the outset, not a 'nice to have'.

I would urge caution of de-classification of the existing M4. De-classify maybe, but downgrade no - I suspect that significant changes to and/or new intersections could be counterproductive. The road network of Newport is geared towards the existing M4, so downgrades at Castleton or Magor could result in local issues and/or very heavily user intersections on the new M4.

...continued in Q2...

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

...continuation from Q1...

As a local resident, environmental mitigation is important (in particular noise as noted). Similarly, complementary measures are significant.

As environmental mitigation, the devil is really in the detail of linkages between the local road network and the M4/M48, as well as 'old' to 'new' M4, and beyond the scope of this consultation. However, Magor is heavily dependant on M4 Jn23A, so relief to this junction would be welcomed. This links to the previous point about downgrading the existing M4 in that this junction will remain important though - in particular for trips between the M4/M48 east and Jns 24-26, which are significant in number. The specific concept of a new link between the B4245 and M48 is interesting, and could reverse the dominant flow through Magor/Undy. I am broadly supportive of this in concept, but need to be convinced that the details can work. In particular, not compromising the route to Severn Tunnel Junction.

Self interest again, but this is my primary gateway as a rail commuter. Any new junction of M48/B4245 must not compromise, and moreover should enhance the route to Severn Tunnel Junction from Magor/Undy and further afield - by car, on foot and by bike. Frankly, there is no excuse not to, and the not unreasonable expectation would be that any roundabout (or equivalent) between M48 and B4245 should include pedestrian/cycle segregation, given the nature of the roads feeding in. This should be linked through to provide an off-road route to Magor/Undy (acknowledged this is a Monmouthshire CC road).

Tangential to a consultation about a road scheme it may be, but Severn Tunnel Junction needs enhancement. Road access is poor (for cars), which contributes to people's reluctance to use it (and the cost, though frankly at £3 it is a bargain!). Rogiet is as a result a large station car park. If a new access could be constructed as part of M4 improvements, great!

...continued in Q3...

## **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

...continuation from Q2...

Staying tangential for a bit, but feeding back to the paymasters is nonetheless valuable given the Welsh Government's role in specifying/controlling the Arriva Trains Wales franchise, oversight role with First Great Western (for which they need to take a more active role frankly) and rail infrastructure development in partnership with Network Rail. Similarly, to Monmouthshire CC in their role as highway authority and transport promoter, especially since the Active Travel Bill (Wales) has come into being. Basically, the station and train service is in dire need of improvement - enlarge the car park, put in some proper cycle parking and an enhanced train service would also be nice to alleviate the constant fear of being left behind. Irrespective, this should include off-road ped/cycle links to Magor/Undy.

Perhaps if a new intersection was developed between the M48 and B4245 between Undy and Rogiet, the station could be re-developed on the former railway yard slightly further west of the current site, and accessing STJ directly from a M48/B4245 junction (if this option for an M48/B4245 intersection was pursued instead of the previously promoted link east of Rogiet). The resulting Severn Parkway has a nice ring to it!

END of main response.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not not in favour of the 'do minimum', as this would essentially do nothing for travellers on the M4 and the residents of Magor. There may be some minor benefit to accessing southern Newport if the steelworks access road is better connected to the Southern Distributor Road, but this will in any case be compromised over time by development of the Newport Eastern Expansion Areas and former steelworks itself.

In summary it would not achieve the objectives as well as any of the interventions cited.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No specific comments at this stage.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No specific comments at this stage.

**Q7. Health Impact Assessment**

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

No specific comments at this stage.

**Q8. Equality Impact Assessment**

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

No specific comments at this stage.

### **Q9. Additional comments**

Please provide any additional comments here.

I apologise for the 'essay' style of my answers, using Q1, Q2 and Q3 to make all comments. This was partly, as explained, because my views on the individual options are relatively ambivalent beyond supporting a 'new M4' (and hence not supporting the Red Route or Do Min), but also in order not to repeat things and to fit into the character limit in the web-based response form.

In summary, my key points are:

- # Support new M4 south of Newport
- # Complementary measures should be included in a resulting scheme to enhance walk/cycle in the local area, and provide new links to Severn Tunnel Junction
- # Details of environmental mitigation and junction/access designs will be critical when the time comes
- # TANGENCIAL - do something about Severn Tunnel Junction now
- # For Monmouthshire CC - off-road cycle route Magor/Undy to Rogiet/STJ as soon as possible

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the black route option for this scheme and I would also like to recommend that to further improve the M4's congestion issues, junction 34 going west from the A4119 gets a dedicated lane to leave the A4119 and join junction 33 as this is where most of the traffic that causes congestion on this part of the M4 is going. This would also relieve traffic on the A4119.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would support any option to relieve congestion on the M4. Something is better than nothing.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a good solution to a problem that definitely needs solving to support the future growth of Wales.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We need to do something to solve the problem and if this is all we can afford then it gets my support.

**Q7. Health Impact Assessment**

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

This report was useful

**Q8. Equality Impact Assessment**

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

Another useful report

**Q9. Additional comments**

Please provide any additional comments here.

The CEM was a useful report and clearly shows that the M4 requires extensive maintenance very soon so why not kill 2 birds with one stone and upgrade it as well as maintain it.

Organisation:

Postcode: HR1

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I was involved in the campaign to stop this motorway in the Nineties. It is a crude, old style "predict and provide" motorway of the sort that was discredited decades ago. It is unpopular, destructive, intellectually bankrupt and unacceptably expensive. It will make not one jot of difference and can never resolve congestion along the M4 corridor, which is caused largely by local traffic around Newport, itself a consequence of years of poor transport planning and futile attempts to accommodate traffic growth. We know that the economic case for this motorway is already threadbare and it was by demonstrating this that our campaign was able to stop it first time round.

As a Cardiff girl myself, I care deeply about Wales: its economic vitality, its beauty and the preservation of its natural assets. I would urge the Welsh Assembly to think again, to reject this appalling scheme and instead to take the lead in developing an integrated, responsible and forward thinking transport strategy that rejects old style Eighties solutions and makes Wales a beacon of good practice for the rest of the UK.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I was involved in the campaign to stop this motorway in the Nineties. It is a crude, old style "predict and provide" motorway of the sort that was discredited decades ago. It is unpopular, destructive, intellectually bankrupt and unacceptably expensive. It will make not one jot of difference and can never resolve congestion along the M4 corridor, which is caused largely by local traffic around Newport, itself a consequence of years of poor transport planning and futile attempts to accommodate traffic growth. We know that the economic case for this motorway is already threadbare and it was by demonstrating this that our campaign was able to stop it first time round.

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**Q9. Additional comments**

Please provide any additional comments here.

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Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Objection to this route. It is not the most cost-effective option, nor is it in line with sustainable development objectives. Plans to create cycling/walking routes do not make up for the environmental impact of constant traffic flow through areas of special scientific interest. This will also not address the goals of the M4 corridor nor solve the problems Newport currently experiences with traffic.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Objection to this route. It is not the most cost-effective option, nor is it in line with sustainable development objectives. Plans to create cycling/walking routes do not make up for the environmental impact of constant traffic flow through areas of special scientific interest. This will also not address the goals of the M4 corridor nor solve the problems Newport currently experiences with traffic. There are already problems at peak time around the landfill site and Duffryn especially is nightmare. This will make matters worse, especially during the time periods of school runs (which is also during peak times).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum strategy might not fully address problems with Newport. However, part of the problem is how the motorway is set up to be used. Any solution that leaves existing rules (such as lane use and speed limits) will compound the problem no matter which solution is chosen.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

One of the major aims of the assessment includes the development and improvement of the public transport network. However, this assessment has acknowledged it's not waiting for public transport investigations and reports to be completed before consultation closes. A proper assessment of Newport's needs cannot be conducted in piece-meal fashion. All reports should have been completed before consultation was opened up. It's a nonsense to push ahead without a joined up approach to addressing private and public transport as one connected issue. Especially if there's a genuine will to address environmental impact, public transport has to be a major part of any private transport development.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Success of biodiversity and habitat management strategies requires stability of conservation sites as well as leaving sensitive sites as intact as possible. Part of the problem with ecological and conservation efforts in this country consists of fractured sites that don't have good quality habitats. Habitat corridors only address this to a limited degree. Newport's environmental areas are fractured and should not be fractured further. The habitat assessment wants to meet the European guidelines of environmental impact but do not currently seem to be in agreement with those aims.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This seems an eminently sensible suggestion minimising the impact on housing and sssi

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will only move the problem. 28 is already at capacity along with the restricted A48 passed Tredegar Park.

Far too many roundabouts on SDR to make this a viable option

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Buglife objects to this route due to the large and significant adverse impact on biodiversity. This route would seriously fragment the Gwent Levels wetland system by passing directly through four Sites of Special Scientific Interest and the internationally important River Usk Special Area of Conservation. The Gwent Levels is one of the largest areas of ancient grazing marsh and reed systems in Britain, a fragile system vulnerable to changes in water levels, flow and pollution. Grazing marsh ditch systems are found mainly in coastal areas of England and Wales, although some occur in inland areas once occupied by fens and in river valleys. The system across the Gwent Levels is one of the UK's most extensive and species-rich coastal ditch system, abundant in aquatic invertebrates and plants.

The inland edge where all three route options pass, is an area of high value for invertebrates. This is due to the presence of peat and high water levels - the inland edge is lower than the seaward edge. The majority of the ditches are freshwater so the quality and quantity of their supply from inflowing streams is crucial to a good fauna and flora. Construction of the road across this area will significantly reduce the flow of water, altering the system's hydrology and nutrient flow and affect the movement of wildlife.

The networks of channels, although artificial, often act as a refuge for communities typical of previously extensive natural wetland systems. Coastal and floodplain grazing marsh is a priority habitat under the Natural Environment and Rural Communities Act (Wales) and supports numerous nationally rare or notable species such as the beetles *Haliphus mucronatus*, *Hydrophilus piceus* and *Hydaticus transversalis* and the soldierfly *Odontomyia ornata*. The area is important in the Welsh context for its snails and dragonflies and includes the species *Physa heterostropha* and *Brachytron pratense* respectively. The large number of hedgerows adds to the diversity of the area and together with the main reed banks provide a habitat for nationally important assemblages of terrestrial invertebrates such as *Pipunculus fonselai* and *Tomosvaryella minima*.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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### **Q9. Additional comments**

Please provide any additional comments here.

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Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposal for the black route Because it cuts across the Gwent levels, which are a lovely and evocative area and have been recognised in their designation as a Landscape of Outstanding Historic Interest and as areas of SSSI and an SAC. This surely implies a significant measure of protection, Is this to be flouted? The disruption caused by the construction will considerably endanger the habitat and its dependent wildlife in this unique and sensitive area.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red route on similar grounds to those for the black route, the fact that this route will cut across the Gwent levels, which are a lovely and evocative area and have been recognised in their designation as a Landscape of Outstanding Historic Interest, several areas designated as SSSI's, and a n SAC. Are these protections worth nothing?? Whereas the public are prohibited from removing even a leaf from these areas, it appears the designation is an invitation to road development. This area is unique in many ways and should not be despoiled.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route on similar grounds to those for the black and red routes, the fact that this route will cut across the Gwent levels, which have been recognised in their designation as a Landscape of Outstanding Historic Interest and designated as SSSI's Whereas the public are prohibited from removing even a leaf from these areas, it appears the designation is an invitation to road development. This route is just bigger and more disruptive than the red route. It will also involve serious disturbance to the SAC.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the scheme. I object to the fact that the only alternative seems to be the "Do Minimum" scheme. The impact on the environment and the historic sites seems to have been given little weight compared with the imagined benefits of the schemes.

Why is there no scheme to upgrade the existing motorway where the damage has already been done? No scheme to improve the A48? No scheme to spend a small proportion of the cost of these proposals on improving cycling and pedestrian infrastructure on the existing roads? The large expenditure involved in this proposal would enable a lot of improvements for cyclists and pedestrians in the wider community.

Organisation:

Postcode: CF11

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the 'black route' as a proposed plan. I believe that the public have not been consulted on the full range of alternative options to any of routes included in the consultation document. In particular, non-road based transport solutions, or the 'blue route' as proposed by Prof. Stuart Cole. The consultation is fundamentally lacking in information on the full range of alternative options to the proposed routes. I also strongly believe that the consultation entirely lacks information on the potential environmental and social impacts that may arise from any of the routes included within the consultation document. Notably, the potential impacts on the designated features of the Gwent Levels SSSI series, as well as the complex hydrology of the Gwent Levels. I also note the lack of evidence on the irreplaceable features of the Gwent Levels Historic Landscape of Outstanding Historic Interest in Wales, as cited in Part 2:1 of the Register of Landscapes, Parks and Gardens of Outstanding Historic Interest in Wales, 1998. The area (Ref number HLW(Gt)2) includes the Gwent Levels Sites of Special Scientific Interest (various) and Redwick Conservation Area.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the 'red route' as a proposed plan. I believe that the public have not been consulted on the full range of alternative options to any of routes included in the consultation document. In particular, non-road based transport solutions, or the 'blue route' as proposed by Prof. Stuart Cole. The consultation is fundamentally lacking in information on the full range of alternative options to the proposed routes. I also strongly believe that the consultation entirely lacks information on the potential environmental and social impacts that may arise from any of the routes included within the consultation document. Notably, the potential impacts on the designated features of the Gwent Levels SSSI series, as well as the complex hydrology of the Gwent Levels. I also note the lack of evidence on the irreplaceable features of the Gwent Levels Historic Landscape of Outstanding Historic Interest in Wales, as cited in Part 2:1 of the Register of Landscapes, Parks and Gardens of Outstanding Historic Interest in Wales, 1998. The area (Ref number HLW(Gt)2) includes the Gwent Levels Sites of Special Scientific Interest (various) and Redwick Conservation Area.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the 'purple route' as a proposed plan. I believe that the public have not been consulted on the full range of alternative options to any of routes included in the consultation document. In particular, non-road based transport solutions, or the 'blue route' as proposed by Prof. Stuart Cole. The consultation is fundamentally lacking in information on the full range of alternative options to the proposed routes. I also strongly believe that the consultation entirely lacks information on the potential environmental and social impacts that may arise from any of the routes included within the consultation document. Notably, the potential impacts on the designated features of the Gwent Levels SSSI series, as well as the complex hydrology of the Gwent Levels. I also note the lack of evidence on the irreplaceable features of the Gwent Levels Historic Landscape of Outstanding Historic Interest in Wales, as cited in Part 2:1 of the Register of Landscapes, Parks and Gardens of Outstanding Historic Interest in Wales, 1998. The area (Ref number HLW(Gt)2) includes the Gwent Levels Sites of Special Scientific Interest (various) and Redwick Conservation Area.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe that there is a serious enough problem with the current M4 to solicit such an expensive and environmentally disruptive construction as proposed in the three routes within the consultation document. I believe that building an entirely new motorway route to the South of Newport represents a fundamental opposition to the Welsh Government statute to uphold the principles of sustainable development across departments.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This SEA is inadequate. There is not enough information within this assessment for the public to receive a valid judgement on the potential environmental impacts from any of the routes within the consultation document.

Notably, the potential impacts on the designated features of the Gwent Levels SSSI series, as well as the complex hydrology of the Gwent Levels. I also note the lack of evidence on the irreplaceable features of the Gwent Levels Historic Landscape of Outstanding Historic Interest in Wales, as cited in Part 2:1 of the Register of Landscapes, Parks and Gardens of Outstanding Historic Interest in Wales, 1998. The area (Ref number HLW(Gt)2) includes the Gwent Levels Sites of Special Scientific Interest (various) and Redwick Conservation Area.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There is insufficient information provided on the potential impacts from the Severn Estuary European Marine Site, notably SPA features adjacent to Uskmouth, and migratory fish species designated under the River Usk SAC, Severn Estuary SSSI, SAC and Ramsar wetland of international importance.

I also note the lack of appropriate reference to potential impacts to the Newport Wetlands National Nature Reserve, which acts as compensation for the Cardiff Bay Barrage. Please note that this is a serious omission. The European Commission has a particular interest in Newport Wetlands, as this compensatory habitat was a landmark case at the time of inception in the late 1990s, due to the circumstances that led to the creation of this habitat to compensate for the Cardiff Bay barrage. Any potential impact of this sensitive area from further development would be a serious breach of the contract that the Welsh Government entered with the EC to design and manage a protected area for the wildlife as a result of habitat and species loss from the Cardiff Bay Barrage development. The Welsh Government are minded to investigate any potential environmental impacts on the Severn Estuary European Marine Site thoroughly, in order to ensure compliance with the EU Habitats and Birds Directive. Failure to do so could lead to infringement procedures.

#### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
no comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
no comment

**Q9. Additional comments**

Please provide any additional comments here.  
no comment

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly OBJECT to this route, as it will endanger the ecology of the much valued Wetlands.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route, as this also will affect the ecology of the area. It will drastically damage the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route, too, and do not believe it will help relieve traffic on the M4.

**Q9. Additional comments**

Please provide any additional comments here.

Public transport need to be improved.

We need improved rail services and more stations - re-open lines that Beeching closed.

Upgrade the A48/South Distributor Road.

Develop a south-east Wales Metro.

Use the money to re-instate necessary services that have been cut-back.

Restrict the entry of oversized vehicles coming into the country.

Make sure ALL drivers are properly trained to drive on our motorways.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very concerned that the Welsh Government has fixated on building a motorway in order to be seen to be doing something to promote economic growth.

With traffic predictions levelling off and the need to reduce car usage in the face of climate change, I think the black route looks like significant overcapacity on what is required to alleviate the peak flow issues at Brynglas. The environmental impacts also look unacceptably high - especially when there is an alternative blue route which is cheaper and with far less environmental impact. I am very disappointed that the WG refused to practise what it preaches about sustainable development and has not engaged effectively with those who have sought to look for a the least environmental impact.

I do not support the black route

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very concerned that the Welsh Government has fixated on building a motorway in order to be seen to be doing something to promote economic growth.

With traffic predictions levelling off and the need to reduce car usage in the face of climate change, I think the black route looks like significant overcapacity on what is required to alleviate the peak flow issues at Brynglas. The environmental impacts also look unacceptably high - especially when there is an alternative blue route which is cheaper and with far less environmental impact. I am very disappointed that the WG refused to practise what it preaches about sustainable development and has not engaged effectively with those who have sought to look for a the least environmental impact.

I do not support the red route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very concerned that the Welsh Government has fixated on building a motorway in order to be seen to be doing something to promote economic growth.

With traffic predictions levelling off and the need to reduce car usage in the face of climate change, I think the black route looks like significant overcapacity on what is required to alleviate the peak flow issues at Brynglas. The environmental impacts also look unacceptably high - especially when there is an alternative blue route which is cheaper and with far less environmental impact. I am very disappointed that the WG refused to practise what it preaches about sustainable development and has not engaged effectively with those who have sought to look for a the least environmental impact.

I do not support the purple route

#### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation does not really provide a detailed assessment of the need for this major road with significant impact.

HOwever, if there is a need for a road upgrade then the blue route (as presented by Prof Cole) looks to be far cheaper with far less environmental impact. The saved money could be spent on progressing the Metro - hey presto its the sustainable development option that the Welsh Government says is its core operating principle. So I do hope it will be given serious consideration in this study.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA appears to be done simply to jump through a compliance hoop, rather than to understand the environmental impact of the options and assess alternatives. The fact that Stuart Cole's blue route was not included (despite WG being made aware that it was in development) demonstrates that serious alternatives have been discounted. Disappointing lack of join up in WG, given all the rhetoric about Sustainable development and the white paper on Natural Resources.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The WG principles for nature recovery state that fragmentation of habitats is a major driver of decline in ecosystem health. It seems very odd that the Transport dept of WG is therefore pressing ahead with fragmentation of the 5 SSSI on the Gwent Levels which will have significant impacts on the wider ecosystem that these protected sites are part of. The SAC on the Usk is also noted in the HRA to be affected. It appears to suggest that compensation/offsetting is possible, but it is unclear how this can be the case on the scale necessary, vicinity or in the timescale required to provide a habitat for the displaced species. Better to avoid the scale of impact and opt for the blue route which has a far smaller impact on protected sites - and possible to compensate for.

#### ***Q9. Additional comments***

Please provide any additional comments here.

I am bitterly disappointed that the aspiration of the Welsh Government on sustainable development is proving to be hollow rhetoric.

It appears that there are many flaws in this consultation from failing to adequately evidence the need for a new motorway on this scale, using out of date traffic data and making assumptions about growth that are not bounded in the evidence, minimising the environmental impacts and failing to take on board the reasonable alternatives that were being developed in good faith by other parties.

I strongly urge the WG to look again at this, and particularly consider the blue route coupled with major metro investment and help Wales move forward into a sustainable future rather than hanging onto outdated notions of how to stimulate growth.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The main problem is getting from the north of Newport (eg Cwmbran) and the south of Newport (Tredegar Park area). If there is a hold up for any reason on either the M4 or SDR there is no way of getting from one side of Newport to the other.

Hold up on the M4 means queues on A48, Forge Road, SDR, Malpas Road and A4042.

'Improving' the SDR will be of no help for local traffic. Hold ups on the SDR cause the same queues on the roads mentioned above.

A 20 minute journey from Cwmbran took an hour and a half just last week, and an hour on 2 other days last week due to problems on the M4. There was no way out of Cwmbran and when the SDR was eventually reached it was horrendous as the traffic has no where to go when approaching J28

A road needs to be built away from the Newport area to allow locals to travel easily. Public transport is out of the question as the commute would take over an hour even on a good day and is too expensive (a walk each end and 2 buses in between), so car sharing is more economical timewise, monetarily and for comfort.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Dear Sir/Madam,

the proposal seems to heavily focus on the black route as the only solution to the perceived problem, and fails to recognise the other less expensive and environmentally damaging options.

As the the cost of the new motorway would be over £1billion. and won't be fully operational until 2031, why is the black route the primary option?

More sustainable and cheaper alternatives could be implemented in the next few years, and would help alleviate the perceived congestion around Newport.

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions I believe to be incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future. Therefore, again, why the rush to build a massive piece of infrastructure and in the process destroy rare environments?

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

Please consider the alternative routes, or even if this is proposal is necessary in the first place.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to question one

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

see answer to question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

these present the only sensible way forwards, and will be the only options that deliver traffic easement in the near future.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

In terms of a HRA, the plans as proposed will fail under the Habitat Regulations 6(3) & 6(4) assessments, irrevocably destroying sites of European importance - already in part compensation habitat for a previous project (Cardiff Bay barrage).

It is galling that the Welsh government places so little value on our natural heritage, and seems transfixed with short term projects that fail to deliver anything meaningful in the long term.

There is no overriding public interest, or satisfactory compensatory habitat to replace that which will be lost should these proposals go ahead. This will ultimately result in a costly court case at a EU level, adding to the already eye-wateringly high project costs, and representing a waste of public money.

**Q7. Health Impact Assessment**

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

As the WHO has recently highlighted an increase in particulates from engine fumes is contributing to respiratory problems across the globe. Welsh Government should be focussing in the reduction of traffic across Wales and investing in low carbon and affordable public transport options.

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

Please reconsider this fool hardy scheme, it is a white elephant of a project and a complete waste of public funds.

The money would be better invested in public transport systems that serve all of Wales and not just a small corner of it.

The environmental and health implications from this overpriced projects, should be reason enough to condemn the project to the archives forever.

Organisation:

Postcode: CF11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to all three proposed routes as they cut through the Gwent Levels and are unacceptable in that they destroy an important area for wildlife. The emphasis should be on getting people to use public transport rather than continue to use roads. Public transport makes sense both environmentally and economically.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the proposed routes (all three) as I do not believe they will address the issue of traffic congestion in the long-term. More needs to be done to make public transport, care share, park and ride an attractive and practical option.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will not address the problems as the problems stem from drivers not using the correct lanes on the motorway and leaving it to the last second to change lanes by junction 26a St Julians

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

object as this will run past my house

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am very concerned about the proposals. Traffic levels on the m4 have declined and stabilised in recent years. We need to be moving people off the roads and investing in public transport and more sustainable modes of travel.

The black route will be hugely damaging on the important sites for wildlife (SSSIs) on the levels and is hugely costly. There needs to be investment in sustainable transport measures to combat the problem of traffic at peak times.

I oppose any routes which would cause significant damage to the SSSIs.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route will also be as damaging and expensive as the black route - see my comments in the previous box. I oppose any routes which would cause significant damage to the SSSIs.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route will also be as damaging and expensive as the black route - see my comments in the previous box. I oppose any routes which would cause significant damage to the SSSIs.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Support sustainable alternatives to addressing the occasional traffic congestion at peak times on the M4 corridor around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The proposal for all three routes would be hugely damaging to the SSSIs around Newport. Therefore I oppose any routes which would cause significant damage to the SSSIs. The Government should be looking at what would be sustainable in line with their commitment to sustainable development and tackling climate change.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The proposal for all three routes would be hugely damaging to the SSSIs around Newport. Therefore I oppose any routes which would cause significant damage to the SSSIs. The Government should be looking at what would be sustainable in line with their commitment to sustainable development and tackling climate change

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to the draft Plan. It will do immense damage to the environmental quality and integrity of the internationally-important Gwent Levels; there are other, better and cheaper ways to address the transport problems in South Wales by the improvement of public transport and existing routes; and there are far better ways to spend £1billion on improving life in Wales and strengthening the Welsh economy.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to the Red Route and its complementary measures. It will do immense damage to the environmental quality and integrity of the internationally-important Gwent Levels; there are other, better and cheaper ways to address the transport problems in South Wales by the improvement of public transport and existing routes; and there are far better ways to spend £1billion on improving life in Wales and strengthening the Welsh economy.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to the Purple Route and its complementary measures. It will do immense damage to the environmental quality and integrity of the internationally-important Gwent Levels; there are other, better and cheaper ways to address the transport problems in South Wales by the improvement of public transport and existing routes; and there are far better ways to spend £1billion on improving life in Wales and strengthening the Welsh economy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object most strongly to the 'do minimum' scenario. It is not a sensible alternative to the Black, Red and Purple routes. Clearly it will do very little to address the very real transport problems that exist in South Wales.

As a proper and realistic alternative to all 4 options put forward in the Consultation document, the Welsh Government should draw up a package of measures instead. This package could/should include such measures as:

- public transport improvements
- improved rail services and additional stations
- an upgrade of the A48/ Southern Distributor Road
- the creation of a SE Wales metro

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA is fatally flawed because it totally underestimates the very serious and unacceptable damage that would be done to the environmental quality and integrity of the internationally-important Gwent Levels. There are strong grounds for believing that the findings of the Report have been 'weighted' to support the clear preference of the Welsh Government for either the Black, Red or Purple routes.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The findings of the HRA in concluding that the 4 options will not have any significant adverse impact on the environment are a complete joke. The Welsh Government should commission a new HRA that is completely independent and unbiased.

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

### **Q9. Additional comments**

Please provide any additional comments here.

I have been appalled at the way this consultation has been conducted, and the inadequacies of this consultation web-site which is difficult to use and seemingly designed to discourage ordinary members of the public from participating.

I also object most strongly to the biased way in which the Welsh Government has developed and presented its proposals. To present 3 road-based options plus a 'do minimum' option as the only choices is outrageous. The Welsh Government should have presented at least one further option which properly investigated and evaluated all the alternative options for improving the transport situation in SE Wales WITHOUT either building a new motorway or doing nothing. These alternative options could include:

- making improvements to the frequency, quality and coverage of existing public transport
- improving existing rail services with additional stations, improved frequency, better rolling stock etc.
- upgrading the existing A48/Southern Distributor road
- developing a SE Wales metro

I am strongly opposed to spending £1 billion on simply expanding the existing motorway capacity by the construction of a new route which will cause immense environmental damage to the internationally-important Gwent Levels. Too much damage has already been done to the Levels, and the remaining fragments should not be damaged simply to achieve short-term and unsustainable improvements to the motorway network. Wales needs and deserves more sensitive and sustainable transport solutions.

Organisation:

Postcode: SA12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to the draft plan in all its aspects. It will scar the landscape for future generations and be damaging to wildlife on this nationally important area of the Gwent Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my answer to Q1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my answer to Q1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I recognise that the congestion issue on the M4 needs addressing, but I should like to see the development of sustainable public transport and an enhancement of the already existing road network.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I do not believe that this scheme will protect the environment to 'the high level' mentioned in your document.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See my answer to Q5.

**Q9. Additional comments**

Please provide any additional comments here.

I would like to think that Wales could set an example for the rest of the UK as regards how to live in the 21st century in a sustainable, responsible way. Raping our land in order to chase after economic growth should be something the Welsh do not do to themselves. It is surely the time to improve public transport, to undo some of the work of the 50s and 60s and develop the rail network, to upgrade existing roads. Let's show the way in this and not respond to the threats of those who say they will forget about Wales if the M4 is not made into some kind of super highway.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I agree with the concerns about the environmental impact on the Gwent levels and would wish to see more concern to develop public transport and links to public transport - thinking about bicycle and public transport combinations and developing rail infrastructure - the Severn railway tunnel seems a significant limiting factor. We need to become less dependent on road travel for health reasons as well as to preserve the environment. We think it is impractical and uneconomic but don't factor in health and life quality issues - and if we shared jobs more of us would be employed and we could move around more slowly and less - and have time to enjoy our environment instead of rushing around buying things.

I have commuted using the motor way more than I do now and my partner commutes - and we haven't found it a huge problem - the railway problem though is significant to us and to visitors.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The figures already show a decline in usage over the past years and it is also a well-known fact that if you build a new road to alleviate congestion it will do the opposite and cause more traffic. As capacity increases - so too will the number of cars and lorries. The plan will therefore neither address the problems nor achieve the goals of the M4 corridor.

People's driving behaviour leading to increased accidents is a matter for policing - not something to be addressed by a new motorway!!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The figures already show a decline in usage over the past years and it is also a well-known fact that if you build a new road to alleviate congestion it will do the opposite and cause more traffic. As capacity increases - so too will the number of cars and lorries. The plan will therefore neither address the problems nor achieve the goals of the M4 corridor.

People's driving behaviour leading to increased accidents is a matter for policing - not something to be addressed by a new motorway!!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The figures already show a decline in usage over the past years and it is also a well-known fact that if you build a new road to alleviate congestion it will do the opposite and cause more traffic. As capacity increases - so too will the number of cars and lorries. The plan will therefore neither address the problems nor achieve the goals of the M4 corridor.

People's driving behaviour leading to increased accidents is a matter for policing - not something to be addressed by a new motorway!!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We already have the new A4810 through the old steel works which has taken much of the M4 local traffic.

In times of austerity - doing the minimum makes the most sense. There are far more important areas that need investment - not least improvements to public transport. There have been improvements to rail services at Severn Tunnel - but that has all been grass-root (rather than government) led. There is still more that needs to be done there. Now, another grass-root campaign is to restore a station at Magor. That should be supported both strategically and financially. If rail travel was better, more people would use it and that would address the problems around Newport in a positive and more eco-friendly way and meet your final goal - 'a cultural shift in travel behaviour towards more sustainable choices'.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Areas flood when there is too much concrete, etc. To introduce yet more to what is a controlled flood plain is a disaster waiting to happen. Not to mention what would happen to the new motorway if/when the sea-wall is breached. Is money to be spent on improving the sea-wall and flood defences? Or will the new motorway be left to get swept away?

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Human habitants: The report acknowledges that 'traffic noise from the motorway and air quality is a problem for local residents in certain areas'. That noise and air pollution will not go away. Instead, the same noise and air pollution problems will be introduced to another area. To say few will be affected is irrelevant; people, however few, will be affected. Thus another report in the future would then cite this as a problem in the new area!

To carve up SSSI can only harm those creatures who live there and who have no voice, upsetting a delicate ecosystem, and resulting in unforeseen problems and potential disasters.

**Q7. Health Impact Assessment**

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

Traffic noise from the motorway and air pollution seriously damage health - physically, mentally and emotionally. People have moved to the Levels to get away from such problems.

**Q9. Additional comments**

Please provide any additional comments here.

The above questions all presuppose that the plan will go ahead (which it doubtless will, proving this consultation to be yet another waste of public money).

The fundamental question should be: 'Is a new road really necessary?'

What is necessary is food. Every effort should be made to maintain farmland and encourage farming. To encroach upon farmland and harm the ecological system of wildlife and its impact on agriculture further serves to reduce the output and quality of food production. Bees, for example, so vital for pollination, are part of an ecosystem that is being destroyed by concrete. Why? Purely to pander to man's obsession with the car.

Rather than spending money which will merely encourage people to use their cars, spend our limited resources to improve public transport to the extent that people can be confident to use it.

The argument that the new road is necessary for business is also questionable. In this digital age, increasing numbers of people are working from home - and that is a trend that is only going to continue.

Organisation:

Postcode: CF5

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this option.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this option

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not really an option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This is at the heart of the objections to the 3 options offered (option 4 of the 'do- minimum' is not really an option). The sensitive environment that will be affected by these proposals must be protected at all costs, if this planet is to have a future. This whole principle is at the heart of designing for a sustainable future and, providing for greater individual traffic movements will not achieve this. Also SEA's are often not as rigorous as they need to be.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As with question 5, why do we bother to regulate and designate sensitive areas if we are not committed to their protection for the long term future. We must resist the temptation to manipulate environmental designations for short term gains, which mostly prove very damaging and short sighted in the long term, constantly eroding the bio diversity of areas and affecting the very habitats that are meant to be cherished.

### ***Q7. Health Impact Assessment***

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

This issue is also related to the previous two answers, in that we now need to be really strategic in our thinking about development, if we are to limit the health risks associated with over development, which ultimately leads to damage to the environment and the loss of crucially important habitats and consequently impacts on bio diversity.

The attendant increase in noise and air borne pollution of the 3 options offered will be very significant. Healthy environments are of incalculable benefit to human populations. A much more holistic approach is needed to solve the problems caused by increased numbers of journeys, by embracing all modes of transport and reducing dependency upon cars.

### ***Q8. Equality Impact Assessment***

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

Essential for moral and legal equivalence.

### ***Q9. Additional comments***

Please provide any additional comments here.

I object to all 3 of the options offered. Prof. Stuart Cole, who is an extremely well respected authority on transport matters, has developed a much more sustainable solution to the problem of the congestion along the M4 corridor around Newport, by highlighting the need for better public and integrated transport systems through a: City Region approach, the S.E. Wales Metro and improvements of the current A48 Southern Distributor Rd. This 'Blue Option' has a much lower environmental impact as it will require less new infrastructure, by transferring significant numbers of journeys to a range of integrated modes of public transport. In this way the affect on the nationally important SSSI sites of the River Usk and Gwent Levels and their wildlife populations can be limited. Finally, and crucially, this is a considerably cheaper option than the Red Route and Black Route, whilst the Purple Route will be very damaging to the environment. I would prefer our money was spent wisely on a solution (the Blue Route) that enhances the possibilities that currently exist and limits further damage to the sensitive and 'so called' protected Landscapes of Outstanding Historic and Environmental Interest.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be cheaper if the steelworks access road was used and veered off before reaching the A48 but joining up with the red or purple route to cross the river Usk and railway. This minimises encroachments at this time but also allows for future access requirements.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the proposed Black Route and any road construction which results in the loss of landscape and habitats across the Gwent Levels. This outstanding wildlife area was established in an area of national importance to the residents of the Principality and the many tourists who visit the area, and would be significantly diminished through any erosion of the Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The response to this Red Route is similar to that for the Black Route. Improvements to traffic management on the M4 at peak periods could be improved if the A48 dual carriageway was upgraded meet to full motorway requirements.

**Q9. Additional comments**

Please provide any additional comments here.

In summary I must object to major road construction which detracts and impacts on the natural habitats of the nationally important Gwent Levels. The solution to high traffic use of the M4 has to be tackled through a number of synchronised measures:

Improvements to the A48 dual carriage way; improvements to public transport rail, metro and bus routes around the Newport congestion area for commuters; more park and ride facilities at peak times.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On the assumption that there are sustainable reasons as to why an option which includes increasing capacity on the existing M4 has been ruled out then the preferred draft Plan appears to represent the most sustainable means of supporting economic growth and improving journey reliability in South Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

When compared to the Black route this option would deliver less economic benefit whilst having a slightly worse environmental impact. This option would therefore be less effective than the Black route in achieving the scheme objectives.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

When compared to the Black route this option would deliver slightly less economic benefit whilst having a slightly worse environmental impact. This option would therefore be less effective than the Black route in achieving the scheme objectives.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option would, by some margin, fail to deliver the economic and safety benefits of the alternatives considered. The substandard design and capacity of the M4 through Newport has a significant adverse impact on accessibility to and from South Wales. This is a primary consideration by inward investors and it is essential that the standard and capacity of the motorway is improved. The do minimum scenario would do little to achieve the goals of the M4 Corridor around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No Comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No Comment

**Q7. Health Impact Assessment**

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

No Comment

**Q8. Equality Impact Assessment**

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

No Comment

**Q9. Additional comments**

Please provide any additional comments here.

No Comment

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned about the environmental impact to the Gwent Levels of all three options but I believe the Black Route to be the best of the 3 options put forward. It is highly likely to improve traffic flow by removing through traffic from the existing M4 around Newport, and is better for being the straightest of the routes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the worst alternative. We should not spend any money on this alternative. It has all the negative environmental aspect but will soon become the new Newport M4 bottleneck.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The second best option. At least it is a proper motorway but too close to the city centre.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario is better than the Red Route option in my view, because the Red Route would just be a waste of money. However the current M4 issues will probably not get any better if we do nothing.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The SEA Report is a huge document which seems deliberately unreadable by the general public. If an alternative M4 goes ahead I would be concerned that a lot of money would be spent writing documents like the SEA Report but, in reality, the concerns of environmental groups would not be taken into account.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again, the HRA Report is a huge document which seems deliberately unreadable by the general public. If an alternative M4 goes ahead I would only be happy, from an environmental point of view, if it was endorsed publicly by local environmental groups such as, and particularly, the Gwent Wildlife Trust and the RSPB.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

"Traffic on the M4 has fallen by 4% since 2007, and the Welsh Government admits that improvements to public transport alone could improve transport on the M4. Yet this was not even given as an option.

Chancellor George Osborne's support for extending the M4 through the environmentally important Gwent Levels wetlands could leave Welsh taxpayers paying off over £1 billion of debt for decades. Yet the Welsh Government recently admitted [1] it has published no evidence for the economic benefit of extending the M4 around Newport, and has failed to act on its own findings that traffic in the Brynglas tunnels could be reduced by 5% almost immediately and at very little cost [2].

Gareth Clubb, Director of Friends of the Earth Cymru, said:

"The UK Government is eagerly looking forward to finance a scheme the Welsh Government admits has no proven economic benefits. There's not a bank manager in Wales who'd lend to a business without a plan, yet George Osborne appears keen to pour austerity cash into a project that could be a catastrophic waste of money.

"If there are concerns about congestion around the Brynglas tunnels, why hasn't the Welsh Government gone ahead with a virtually no-cost solution that would reduce congestion at the same time as improving public transport into Newport? It's all the more surprising as this is a solution the government proposed back in 2011.

"From poor consultation, to missed opportunities and bad business sense, the road to concreting over the wildlife-rich Gwent Levels wetlands has been a disaster for the Welsh Government."

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans to put the motorway across such a nature rich landscape including SSI and SSSI sites.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To put the route at this location right outside Duffryn High School would be a disaster for the safety of the children not to mention the environmental impact on their health from increased pollution, has a survey been done on this? Also if we have 1 billion to spend on this motorway why don't we carry out the 200 million option and widen the existing motorway and spend 800k on Duffryn High School, the kids have to try to learn in damp mouldy porta cabins with ICE on the inside of the windows.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans for any of the 3 routes and the most cost effective would be to widen the motorway during the night around Newport and make better use of the SDR.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I object to the 3 proposed routes

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I object to the three proposed routes

#### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. This report is outdated and requires a new assessment.

#### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
None

#### **Q9. Additional comments**

Please provide any additional comments here.

Alternatives such as a park and ride from Magor to Newport have not been offered

Improved rail services and additional stations such as an improved station a Severn tunnel also creating one at Magor and St Brides as there was back in the 1950's this is the most green way of traveling even more so with the electrification of the lines and the perfect time to get the plans in before the gantries go in for the overhead lines.

An upgrade of the A48/Southern Distributor Road

The south-east Wales Metro

Are there better things that £1 billion can be spent on in Wales? Improvements to schools as previously mentioned also to hospitals and more money to the NHS who are in a hole that is getting deeper.

I am unhappy and object with the consultation and have problems understanding it and also a problem with why we haven't been offered an alternative???

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I use the M4 everyday for commuting purposes to Cardiff between Junctions 23 and 29. I also use it to come back and forth from Cardiff.

In my opinion, we don't need an extra Motorway! Yes, the traffic can be bad, but the new road will become just as busy!

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If there was to be a new road in place, I think this would be a better option, as this wouldn't have such a hard impact on the environment and communities! It is my opinion to build on what is already there rather than make something completely new! But again i think this road would become just as busy!

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This plan for the Purple route seems much like the Red route, and could cause a negative impact on the dock traffic and also seems like there would be a lot more construction needed, including the new bridge to cross the Usk and would impact on local wildlife and what not.

In my opinion this wouldn't be a good alternative.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

object

**Q9. Additional comments**

Please provide any additional comments here.

The blue route needs proper consideration. The sites of scientific interest and Gwent Levels need protection.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

the proposal will ease daily congestion around the brynglas tunnels and junction 26  
it will therefore lower my journey time and stress levels

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Without a new high quality and modern motorway access route south east Wales will always be at a disadvantage when trying to attract future business and industrial development.

I support the Black route as the route which can achieve the very best transport and economic benefits. However, I am concerned with the section which crosses the docks which could affect the viability of this area.

Would support purple route as second choice (keeping motorway to the south east of railway) with extensive planting to screen Duffryn area from main road and rail corridors.

Would also support realignment of black route to the south of docks.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Wouldn't object to red route but feel that black and purple provide better transport and economic returns and would prefer new motorway corridor to be sited on south east of railway to reduce impact on Duffryn communities.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Purple route provides best alternative to black route with similar transport benefits.

Though marginally longer than black route it would achieve similar benefits in journeytime reliability which I feel is more important than saving a few minutes on a long distance journey.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Whichever option is chosen it would represent a once in a lifetime attempt to improve motorway access into the region. I do not think that the do minimum option would provide adequate benefits and would render the south Wales region an economic backwater for the foreseeable future.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Support the type of complimentary measures proposed but don't go far enough.

Newport has good bus services and had been provided with some excellent new cycling facilities.

The new motorway scheme (pref) should be supplemented ted with a parallel programme of measures and initiatives to develop Newport as an active travel demonstration town.

**Q7. Health Impact Assessment**

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

See Strategic Environmental Assessment response.

Alongside the chosen option (pref Black/Purple) there must be a complimentary initiative to develop Newport as an exemplar active travel/fit/healthy community.

**Q9. Additional comments**

Please provide any additional comments here.

The motorway network around Newport is not fit for purpose as a link to the European network. Without significant improvements to the transport network south east wales will always remain an economic backwater.

Organisation: Automobile Association

Postcode: RG21

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would appear to offer the best solution - though the AA prefers to leave choice of route to local people.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing could risk damaging the local and broader Welsh economy.

This option could also lead to increasing congestion and accidents.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There should be sufficient skills and expertise available to ensure that any chosen option is delivered to the highest environmental standards.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See Q5 response

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No Comment

**Q9. Additional comments**

Please provide any additional comments here.

The AA supports the principle of creating a significant new route for the M4. This would reduce congestion on the existing corridor and provide a higher quality, safer, M4. This important scheme would contribute to the local and national economy. AA support is on the understanding that the route would be toll free.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This plan clearly lays the foundations for a long-term traffic management system which would remove through traffic from the most congested areas of the city. By putting through traffic on to a new route and leaving the old (Jncts 23 - 29) route available for local traffic everyone should benefit and there would be little or no disturbance to property. Much has been made of the effect on the Wetlands, but I feel that this has been very over-exaggerated. Similar claims were made in opposition to the Cardiff Bay barrage, but the wild life was clever enough to relocate and, given the overall size of the levels, even a 3 lane motorway with its attendant embankments is going to have very little impact on the amount of relocation space.

An additional link road to serve Caldicot, Rogiet and Severn Tunnel Junction (with park-and-ride facilities) can only be good for the whole transport infrastructure of south east Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A waste of good money as it would not offer the required solution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A waste of good money as it would not offer the required solution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Simply not an option - we are paralysed for at least part of a day virtually weekly through some problem on the M4 in Newport and, with the predicted increase in traffic, this will escalate to a level when total paralysis will exist for longer and longer periods of time.

**Q9. Additional comments**

Please provide any additional comments here.

We have a once-in-a-lifetime golden opportunity to do something that will provide benefits extending well into the future; unlike many previous efforts this one does predict future increases and will fit in well with any local strategies to improve transport facilities (park-and-ride, metro, new railway stations) already under consideration. Let's not waste good money by tinkering around the edges of the problem - do the job properly in the first place is always the cheapest option in the longer term.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is more likely to deflect the problem than to dilute it. The consensus of evidence from roadbuilding in the UK and other countries is that new roads lead to the creation of new traffic, meaning that congestion remains in place, just on different roads. In particular, the M4 bottleneck will likely shift to Castleton from Brynglas.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, the general principle of roadbuilding leading to increased overall traffic (and the associated impacts described in the sustainable development section of the consultation document) still applies for this proposal. It remains, like any roadbuilding plan, in violation of the Senydd's own policies in respect of sustainable development.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again the simple principles apply of roadbuilding leading to increased traffic.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This solution at least approaches localised trouble spots, and will hence have the most positive impact relative to investment. It would also be the least likely to prevent the construction of the Metro system.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have the impression that I cannot take seriously an environmental assessment that fails to account for the overall likely increase in traffic that results from increased capacity.

**Q8. Equality Impact Assessment**

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

An area of impact ignored in this respect is that a new road project cannot benefit certain minority groups. I myself am autistic, and due to coordination difficulties and sensory hypersensitivity, am unable to drive. The Metro system, studiously ignored in this paper despite the clear either/or choice of schemes presented by the respective cost of each and the borrowing levels from Westminster that Cardiff Bay are seeking, would be accessible to people who cannot use a new road.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a prospective purchaser of a property that will potentially be directly affected by these proposals, I wish to :-

Object to SP16(iii) of the Revised LDP Deposit Plan on the proposals map of Newport Local Development Plan 2011- 2026 Revised Deposit Plan Proposals Map June 2013,

Object to both of the reasonable alternatives - the red route and the purple route;

but SUPPORT the Black route i.e. the line of the relief M4 and Buffer zone contained on the Constraints map.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do the minimum would be catastrophic for the area's economy, for jobs and travel to work journeys and also would not provide the much needed strategic enhancement of the road network system throughout South Wales, to the south-east of England and London.

**Q9. Additional comments**

Please provide any additional comments here.

Thank you for the opportunity of responding.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Noise - Noise impacts will not be reduced. An inevitable long-term increase in traffic volume using both the planned Black Route and the then reclassified M4, in comparison to the existing M4, will mean minimal reductions in noise along the existing M4 and significant increases in noise across a very large area associated with the Black Route, e.g. the Gwent Levels, a landscape over which, due to its open nature, traffic noise carries large distances. The claim that "The majority of new noise impacts would be largely in areas where there are few noise-sensitive areas" is incorrect, it is likely that the negative impacts of noise on local ecological receptors (including both European [SPA, & SAC] and nationally important sites [SSSIs]) will be significant.

Greenhouse Gas Emissions - The draft Plan will not produce any reduction in vehicle emissions, it is highly likely the additional road capacity will lead to an overall increase in emissions in the long term. In addition, the building of the road itself will produce a massive carbon footprint which will be impossible to off-set.

Landscape - Any proposed planting (no matter how mature it becomes) will not provide anything approaching effective mitigation with regard to the visual and noise impacts of the Black Route on the low lying Gwent Levels landscape, a landscape of historic and ecological value. To suggest that it might is simply disingenuous.

Biodiversity - The Black Route will cause an unacceptable amount of biodiversity loss, it crosses approximately 8.5km of SSSIs resulting in both the direct loss of up to 60ha of SSSIs and the indirect loss of a much greater area due to visual and noise related disturbance effects. This will likely have significant negative impacts on these nationally important sites. Other sites which will be negatively impacted upon, both directly and indirectly, include the internationally important River Usk SAC and Severn Estuary SPA and Ramsar Site.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route will be minimally preferable to the Black Route in terms of noise and biodiversity impacts on the Gwent Levels and the protected sites associated with it and the Severn and Usk estuaries.

Noise - Noise impacts will not be reduced. An inevitable long-term increase in traffic volume using both the Red Route and the existing M4, in comparison to the M4 alone, will mean minimal reductions in noise along the existing M4 and significant increases in noise across a very large area associated with the Red Route, e.g. the Gwent Levels. The claim that "The majority of new noise impacts would be largely in areas where there are few noise-sensitive areas" is incorrect, it is likely that the negative impacts of noise on important ecological receptors (including both European [SPA, & SAC] and nationally important sites [SSSIs]) will be significant.

Greenhouse Gas Emissions - The Red Route will not produce any reduction in vehicle emissions, it is highly likely the additional road capacity will lead to an overall increase in emissions in the long term. In addition, the building of the road itself will produce a massive carbon footprint which will be impossible to off-set.

Landscape - Any proposed planting (no matter how mature it becomes) will not provide anything approaching effective mitigation with regard to the visual and noise impacts of the Red Route on the low lying Gwent Levels landscape, a landscape of historic and ecological value.

Biodiversity - The Red Route will cause an unacceptable amount of biodiversity loss, it crosses a slightly smaller area of SSSIs as compared to the Black Route resulting in both direct loss of habitat and the indirect loss of a much greater area due to visual and noise related disturbance effects. This will likely have significant negative impacts on these nationally important sites. Other sites which will be negatively impacted upon, both directly and indirectly, include the internationally important River Usk SAC and Severn Estuary SPA and Ramsar Site.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route will only be minimally preferable to the Black Route in terms of noise and biodiversity impacts and less preferable than the Red Route.

Noise - Noise impacts will not be reduced. An inevitable long-term increase in traffic volume using both the Purple Route and the existing M4, in comparison to the M4 alone, will mean minimal reductions in noise along the existing M4 and significant increases in noise across a very large area associated with the Purple Route, e.g. the Gwent Levels. The claim that "The majority of new noise impacts would be largely in areas where there are few noise-sensitive areas" is incorrect, it is likely that the negative impacts of noise on important ecological receptors (including both European [SPA, & SAC] and nationally important sites [SSSIs]) will be significant.

Greenhouse Gas Emissions - The Purple Route will not produce any reduction in vehicle emissions, it is highly likely the additional road capacity will lead to an overall increase in emissions in the long term. In addition, the building of the road itself will produce a massive carbon footprint which will be impossible to off-set.

Landscape - Any proposed planting (no matter how mature it becomes) will not provide anything approaching effective mitigation with regard to the visual and noise impacts of the Purple Route on the low lying Gwent Levels landscape, a landscape of historic and ecological value.

Biodiversity - The Purple Route will cause an unacceptable amount of biodiversity loss, it crosses a similar area of SSSIs as compared to the Black Route resulting in both direct loss of habitat and the indirect loss of a much greater area due to visual and noise related disturbance effects. This will likely have significant negative impacts on these nationally important sites. Other sites which will be negatively impacted upon, both directly and indirectly, include the internationally important River Usk SAC and Severn Estuary SPA and Ramsar Site.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do-Minimum Scenarios have minimal impact on the Gwent Levels landscape and important ecological sites. Up-grading and increasing the profile (signage, etc.) of the already instigated highway schemes (e.g. the Newport Steelworks Access Road and A465 Heads of the Valleys Dualling) in conjunction with public transport schemes, increasing fuel prices and investment in fast broadband (to reduce business car use) would be more likely to produce gains in sustainable economic activity, noise reductions, air quality and greenhouse gas emissions than any of the Black, Red or Purple Routes.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

With regard to Table 8. Dunlin, Redshank, Gadwall and Shelduck all use areas outside the boundary of the Severn Estuary SPA on the Gwent Levels and there is potential for these sites to be negatively impacted upon resulting in changes to bird behaviour and a negative effect on the populations of the SPA. This potential significant effect is included within Table 8 for the waterfowl assemblage as a whole but not for Dunlin, Redshank, Gadwall and Shelduck as individual species.

Paragraph 10.2.2 states "At present there is not a large scale use of the Gwent Levels by bird species from the Severn Estuary EMS. The majority of the Gwent Levels is not suitable for wading birds due to being enclosed with well-established hedgerows." This is incorrect. Sizeable aggregations of waterfowl are present at the Newport Wetlands Reserve and at Caldicott Moor. The Newport Wetlands Reserve is particularly susceptible to indirect habitat fragmentation or loss due to disturbance effects from the Black, Purple and Red Routes.

Further paragraph 10.2.2 states "In the event that birds from the SPA population were found to be using areas on or in close proximity to areas required for the construction of a new road, it would be possible to avoid impacts by commencing work in those areas during the summer months avoiding disturbance to the bird species which form the assemblage." This is incorrect. Ongoing disturbance effects due to the closer proximity of the road are a potential impact not simply those associated with construction activity.

#### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

#### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

#### **Q9. Additional comments**

Please provide any additional comments here.

The building of large, expensive road schemes should be a thing of the past. This money should be being ploughed into public transport initiatives, rolling out super-fast broadband, making existing road infrastructure more efficient, making it easier to cycle or walk around Newport/Cardiff, and developing measures to support working from home and flexible working (to reduce the concentration of traffic at rush hours).

Organisation:

Postcode: NP12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the plans to build a new motorway to the south of Newport. The motorway would damage the Gwent Levels which support rare and valuable wildlife, and reduce biodiversity in the area. The natural environment would be damaged for ever and more vehicle related pollutants would be released in the area. Much of this part of Wales is under concrete already, and green spaces are needed for the mental and physical health of the population.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object for the same reasons as question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object for the same reasons as given in question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The existing rail and road network should be improved

**Q7. Health Impact Assessment**

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

A new motorway will not improve the general health of the population

**Q9. Additional comments**

Please provide any additional comments here.

The questions appear to be biased in favour of a motorway, and do not ask for options on alternatives to a motorway. The impression is given that a motorway will be built regardless. As alternatives the local rail network should be improved and expanded. Electrification of the railways should be brought forward. There should be a link from the existing Ebbw Vale line to Newport. The Metro plan should be started soon. Public transport in general should be improved. The road, via the former Llanwern steelworks, from Magor to the A48 should be upgraded now. One billion pounds could be better spent in South Wales to better effect to improve life and the economy.

Organisation: Bethan Jenkins AM

Postcode: SA11

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I write to express my concern about the planned M4 relief road around Newport.

A constituent has approached me with concerns about the environmental impact of the road, which passes through several SSSIs, and at least two ancient woodlands. He also believes that the 2035 projection for traffic numbers is exaggerated.

I would like to offer my support for an alternative plan, which proposes that a new dual carriageway could be built using the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of the city. The report was prepared by Professor Stuart Cole, a transport expert who has advised Welsh and UK governments.

This "blue route" is outlined by the campaign group CALM in their website: <http://www.savethelevels.org.uk/>. They state that:

"CALM do not support any of the options in the draft plan, we advocate a cost effective sustainable option; upgrading the Southern Distributor Road and Steelworks Road and providing a new link to the Magor 23A motorway junction. CALM call this the blue route. "

Full details of the draft plan can be found at [www.m4newport.com](http://www.m4newport.com).

I hope you will consider my comment and reconsider the current plans in favour of this "blue route option".

Kind regards,

Gareth Thomas  
on behalf of  
Bethan Jenkins AM

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

N/A

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

N/A

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

N/A

**Q9. Additional comments**

Please provide any additional comments here.

I write to express my concern about the planned M4 relief road around Newport.

A constituent has approached me with concerns about the environmental impact of the road, which passes through several SSSIs, and at least two ancient woodlands. He also believes that the 2035 projection for traffic numbers is exaggerated.

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Full details of the draft plan can be found at [www.m4newport.com](http://www.m4newport.com).

I hope you will consider my comment and reconsider the current plans in favour of this "blue route option".

Kind regards,

Gareth Thomas  
on behalf of  
Bethan Jenkins AM

Organisation:

Postcode: CF38

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is the best option to reduce the continual traffic jams on the M4 motorway across South Wales. It is as essential to the economy of Wales as the Second Severn Crossing was. I propose that this plan for a new 3 lane motorway, with no intersections, to bypass Newport, be built on an urgent basis. We must have a through, uncluttered, motorway network across South Wales to encourage investments for the good of the Welsh economy.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A bit by bit dual carriage-way road is not the answer to the M4 congestion. The M4 must be a clearly defined 3 lane motorway where lorries and through traffic can traverse without delay. Time is money to businesses and a relief dual carriage-way road is definitely not the answer to the M4 problems. A waste of money as a new motorway would still have to be built in the future after putting up with many more delays in the intervening years.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be my second alternative to the Black Route. This route passes closer to residential areas and therefore I would still prefer the Black Route. Whichever option is decided, we must have an intersection free, 3 lane motorway, to bypass Newport, reducing current traffic delays and encouraging new industry and investment into South Wales to improve the Welsh economy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option. A new 3 lane motorway, bypassing Newport, must be built for the good of the Welsh economy.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Industry and jobs far outweigh any environmental concerns. A new 3 lane, intersection free, motorway must be built to bypass Newport and encourage investment and improve the Welsh economy.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

A new 3 lane, intersection free motorway, bypassing Newport must be built to improve investment and the Welsh economy. This far outweighs any Habitats concerns. Jobs and the economy are far more important than retaining habitats for animals. Tunnels, etc, can be built to allow free passage of animals each side of the proposed motorway. I'd rather have jobs available for my children in the future than retaining some so-called animal habitat.

#### **Q7. Health Impact Assessment**

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

A new 3 lane, intersection free, motorway bypassing Newport would have great environmental positives. The main positive would be the reduction in human fatalities, which plague the current M4 Newport bypass. Also the 'green' benefits of relocating exhaust emissions from residential areas to open land south of Newport would be beneficial.

#### **Q8. Equality Impact Assessment**

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

I believe this question is irrelevant as we are not going to make the proposed motorway open to male drivers only or women drivers only or british passport holders only!!

#### **Q9. Additional comments**

Please provide any additional comments here.

In a letter I submitted to the Welsh Secretary and all the party leaders in the Welsh Assembly on 13th September 2010, I stated that a new 3 lane motorway, without intersections, to bypass Newport is as essential now as the Second Severn Crossing was. It is absolutely imperative to encourage investment into South Wales, to create jobs in the future, to cut down journey times for the haulage and business communities.

Half baked schemes to upgrade/build a dual carriageway relief road is no good to the lorry driver with an urgent delivery or running out of hours if he is just behind an accident near the Brynglas tunnels and he cannot reach this relief dual carriageway.

I stated in my letter that on frequent trips to Spain there were new roads being built all the time, some of them comprising 100 metre high viaducts connecting twin tunnels through mountains. The cost per mile of these roads must be astronomically high and all built with EU money that we pay in to the EU.

Just hurry up and build a new 3 lane motorway bypassing Newport as soon as possible and lets get this country of ours on the move again.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation document includes an appraisal of the draft Plan. This identifies large adverse impacts on local landscape and townscape and biodiversity together with moderate adverse impacts on heritage, water environment and soils. The heritage impacts include impacts on sites of national importance including the destruction of a listed building and scheduled monument (while relocation of the standing stone is proposed, it will no longer be in its historic location and is likely to lose a significant part of its heritage value as a result of relocation).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The appraisal shows that the red route would also give rise to large adverse impacts on biodiversity and moderate adverse impacts on heritage and water environment. The assessed impact on landscape and townscape is lower than that for the Black route but the impacts on soils are shown as being more substantial.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The appraisal suggests that the Purple route would have broadly similar adverse impacts as the Black route, although with the impact on soils being large adverse rather than moderate adverse.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The "do minimum" scenario avoids the large and moderate adverse impacts that arise for all of the options based on new road construction.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Strategic Environmental Assessment is only part of the process of assessing the project. If the project continues, we would welcome the opportunity to comment on the Environmental Impact Assessment that will be required. We suggest that this will particularly need to consider indirect and cumulative effects of road construction, if that is the option pursued, together with measures to eliminate, mitigate and offset any significant adverse impacts.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

-

**Q7. Health Impact Assessment**

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

-

**Q8. Equality Impact Assessment**

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

-

**Q9. Additional comments**

Please provide any additional comments here.

Given the lack of a new road option that does not give rise to significant adverse environmental impacts, the Welsh Government should carefully consider whether and how the construction of a new road to the south of Newport is justified in relation to its commitment to sustainable development.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I welcome the opportunity to contribute to the consultation. However i am disappointed that other options are not included in the consultation. Transport expert Professor Stuart Cole has proposed an alternative and cheaper "blue route" which would involve an upgrade of the A48 and the "Steelworks Road" which runs alongside Llanwern Steelworks. This looks better value for taxpayers and better for the environment. The black route cuts through an area important for farming, nature & archaeology, is expensive and funding uncertainties and predicted future travel projections undermine the sustainability of this option. A bigger drag on the Welsh economy than the M4 Newport issue is the combination of Severn Bridge toll fees, it suggests Wales is not open for business and puts potential tourist visits off; and reduced social mobility caused by poor (non-car based) transport links between major centres of population and the work place.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If the M4 Relief Road is to be built, the Black route is marginally the most sensible given that it has been protected from development and it has less risks than the other 2 routes. However all suffer from being highly visible as they cross low lying areas which will be subject to rising sea levels and increased frequency and severity of storms as a result of climate change.

All 3 routes are to the south west of Newport. The prevailing wind - from the south west rather than the west as stated - will mean that noise and pollution will affect the City.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In the context of increasing oil prices and rapid economic growth in BRIC the UK traffic growth projections are probably overstated, as is the economic imperative of building a relief M4. Traffic using the M4 currently includes a high proportion of commuters travelling within and out of Wales. Thus the do minimum option may prove sufficient in the longer term.

In any case, complementary measures to improve the currently less than satisfactory rail service between South Wales and Bristol are long overdue. Both at peak and off-peak the rail service uses old and inadequate rolling stock. There are often passengers who have to stand for most of the journey. This service must be making a lot of money for First Great Western at the public's expense.

The do minimum option has the distinct advantage of potentially allowing up to £1billion to be spent on a range of smaller infrastructure projects across Wales.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It is very hard to make meaningful comparisons between options with the amount of detail available. The SEA is inevitably broad brush.

**Q7. Health Impact Assessment**

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

The information base is fairly sketchy and the analysis weak. Encouraging more private travel as road building inevitably does, is likely to lead to worse health outcomes than one based on more active travel modes.

**Q8. Equality Impact Assessment**

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

This wasn't at all convincing. Providing more road space for drivers inevitably favours the better off members of the community.

Organisation: Network Rail  
Infrastructure Limited

Postcode: N1

### ***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. We write further to the consultation response submitted by Network Rail Infrastructure Limited ("Network Rail") on 25 September 2013. Together this response and our letter of 25 September 2013 form Network Rail's response to the consultation.

Network Rail owns and operates Great Britain's railway network and has statutory and regulatory obligations in respect of it. Network Rail is a statutory undertaker in respect of its railway undertaking. The proposed scheme affects Network Rail's operational infrastructure and property. Network Rail will require its standard protections in the scheme authorisation and in addition to enter such asset protection agreements as are needed.

Network Rail has a statutory responsibility to provide safety advice and manage the activities of outside parties who express a wish to carry out works on or near to the railway. Asset Protection Wales for the process requirements relating to this scheme proposal will act as the contact point for all enquiries in relation to this scheme. To this end it will be in the interests of the M4 Corridor Project Team to pursue continued consultation with Network Rail at the earliest stage in order to allow full guidance and advice to be administered during the initial planning, design stages and finally in relation to on site construction work activities.

### ***Q9. Additional comments***

Please provide any additional comments here.

Network Rail wishes to highlight that there will be the requirement to agree terms for the use of any railway land and these discussions will require input from Network Rail Property and Asset Protection Wales who will continue to liaise with other relevant Network Rail departments, including Maintenance, Operations and Customer Services. Please be aware that adequate time will be required for these discussions to take place and agreed for implementation into the schemes final Programme of Works.

Network Rail will require all fees, costs and time associated with the scheme proposal to be recovered from the outside party; this will be covered within an Asset Protection Agreement to be entered into to provide Network Rail with all legal, liability and cost recovery protection. Please note this is a mandatory legal agreement for all major outside party schemes of this nature.

Finally, large project schemes of this nature will accrue long periods of site safety supervision to protect the railway, its employees and members of the travelling public. These costs together with compliance with all relevant and current Network Rail safety and co ordination procedures and standards will be notified to the outside party involved with the scheme and must be agreed prior to the works commencing at site.

Please note that for all future notifications relating to this scheme the following contact e mail address should be used: [Assetprotectionwales@networkrail.co.uk](mailto:Assetprotectionwales@networkrail.co.uk) (marked for the attention of Richard Cole).

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this is the best option in that it addresses all the goals of what the M4 should be; a motorway with limited access and not a sub standard bypass around Newport with its inherent problems, such as air pollution, noise, congestion and lack of safety.

It is also long overdue and the existing problems will deteriorate further while the new route is designed and constructed.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option if we want the economy to grow. An economy cannot flourish without the infrastructure!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The environmental impact of a the existing congested route through populated areas of Newport has to be worse than a new route to the south of Newport where traffic is free flowing.

**Q9. Additional comments**

Please provide any additional comments here.

I would just like to emphasise that I feel that the Black Route would be a great boost for the area in terms of transport and the economy.

Organisation:

Postcode: NP19

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

Organisation:

Postcode:

### ***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Goal 8) The goal is too narrow. The key issue is the air quality in Wales as a whole, not air quality in a small area. With the increased traffic encouraged by improved road network the air quality will decrease.

Goal 9) Motorway noise can be heard from a mile away as tyre noise increases with speed squared (or similar); each new motorway therefore produced another strip of disturbance 2 miles wide.

10) This perhaps is the wrong goal. Should we not be reducing total greenhouse gas emissions? It would be preferable to work on infrastructure that can obviate some journeys altogether, e.g. high-speed broadband.

11) Travel experience can be improved by travelling by train.

12) This goal could be achieved by blocking some of the existing M4 junctions.

15) Improving the road network encourages people to travel unsustainably and contributes to the (unsustainable) car culture.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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12) This goal could be achieved by blocking some of the existing M4 junctions.

15) Improving the road network encourages people to travel unsustainably and contributes to the (unsustainable) car culture.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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11) Travel experience can be improved by travelling by train.

12) This goal could be achieved by blocking some of the existing M4 junctions.

15) Improving the road network encourages people to travel unsustainably and contributes to the (unsustainable) car culture.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The M4 CEM HIA Consultation Responses mention potential improvements in noise and air quality levels, but these potentials may not be realised. A smaller amount of traffic travelling faster could produce more noise rather than less, and more pollution rather than less.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What will be done to minimise the noise and light once the route is built.

What will be done to reduce the impact on those living near to route whilst it is being built?

The cost of the road seems exorbitant and not value for money.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What will be done to reduce the impact of the noise and light pollution?

This route comes closer to our property, causing problems with house valuations and yet it does not seem to provide the required relief. This route is too close to residential properties, especially as the black route avoids this.

This does not seem to be a suitable alternative and it does not solve the issue of volume of traffic.

The land is meant to be a site of scientific interest and part of the green belt.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What will be done to reduce the impact of the noise and light pollution?

This route comes closer to our property, causing problems with house valuations and yet it does not seem to provide the required relief. This route is too close to residential properties, especially as the black route avoids this and is worse than the red route for impact on the residents.

This does not seem to be a suitable alternative and it does not solve the issue of volume of traffic.

The land is meant to be a site of scientific interest and part of the green belt.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

These will help with the congestion without the cost of the planned route. This is my preferred option.

**Q9. Additional comments**

Please provide any additional comments here.

The disruption to those who live in the area will be significant, particularly doing construction. What will be done to reduce any impact of the construction for residents?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ill-conceived and in no way takes into account the impact on the communities and environment of an additional motorway.

Additionally it fails to address the issues affecting the existing M4 motorway and will not benefit the residents and commuters around Newport that utilise the junctions 24 - 27 and frequently held up by poor traffic management, not traffic volumes

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ill-conceived and in no way takes into account the impact on the communities and environment of an additional motorway.

Additionally it fails to address the issues affecting the existing M4 motorway and will not benefit the residents and commuters around Newport that utilise the junctions 24 - 27 and frequently held up by poor traffic management, not traffic volumes

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As the highways agency and police are incapable of managing/policing the existing the road network then building a further motorway would only stretch them further. The 'do minimum' solution would provide the opportunity for this to be addressed and improvements to be made without additional blighting of the lives in the impacted communities whilst improving the quality of life by those already living alongside the M4

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel the only realistic solution to the traffic difficulties on the M4 around Newport lies in the widening of the Brnglas tunnels. The proposed alternative route would result in a much higher cost than is predicted due to the large number of people who would physically block the work and attempt to wreck the project.

From the very beginning the tunnels have been a problem, widening them would require significant upheaval and probably take a lot of negotiation with landowners, but it would be considerably quicker and cheaper than anything which would affect the levels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the draft plan. It will destroy an area of outstanding biodiversity, landscape and culture. Given that the Welsh Government is supposed to apply Sustainable Development as its central organising principle, I cannot see how building an unnecessary road and encouraging car use is at all compatible with this. I do not see how the traffic predictions take into account the recent trends in increased fuel prices and improved communications to encourage home working. Nor do they acknowledge that car use was decreasing prior to the economic downturn. The traffic projections are also incredibly dismissive of the planned work and work already undertaken to improve traffic levels - are we to believe that the variable speed limits, improvements to the A465 etc are to have no impact on the M4 (and have therefore been a waste of public money)? Equally, this consultation seems ill timed, if we are unable to see the predicted impacts of improved public transport and the South Wales Metro. This consultation presumes either that no improvement will take place, or that it will be completely unsuccessful. Basing the 'need' for this road on such data is misleading at best. What is absolutely clear is that the impact on the environment is completely unjustified.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the red route. It will destroy an area of outstanding biodiversity, landscape and culture. Given that the Welsh Government is supposed to apply Sustainable Development as its central organising principle, I cannot see how building an unnecessary road and encouraging car use is at all compatible with this. I do not see how the traffic predictions take into account the recent trends in increased fuel prices and improved communications to encourage home working. Nor do they acknowledge that car use was decreasing prior to the economic downturn. The traffic projections are also incredibly dismissive of the planned work and work already undertaken to improve traffic levels - are we to believe that the variable speed limits, improvements to the A465 etc are to have no impact on the M4 (and have therefore been a waste of public money)? Equally, this consultation seems ill timed, if we are unable to see the predicted impacts of improved public transport and the South Wales Metro. This consultation presumes either that no improvement will take place, or that it will be completely unsuccessful. Basing the 'need' for this road on such data is misleading at best. What is absolutely clear is that the impact on the environment is completely unjustified.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I strongly object to the purple route. It will destroy an area of outstanding biodiversity, landscape and culture. Given that the Welsh Government is supposed to apply Sustainable Development as its central organising principle, I cannot see how building an unnecessary road and encouraging car use is at all compatible with this. I do not see how the traffic predictions take into account the recent trends in increased fuel prices and improved communications to encourage home working. Nor do they acknowledge that car use was decreasing prior to the economic downturn. The traffic projections are also incredibly dismissive of the planned work and work already undertaken to improve traffic levels - are we to believe that the variable speed limits, improvements to the A465 etc are to have no impact on the M4 (and have therefore been a waste of public money)? Equally, this consultation seems ill timed, if we are unable to see the predicted impacts of improved public transport and the South Wales Metro. This consultation presumes either that no improvement will take place, or that it will be completely unsuccessful. Basing the 'need' for this road on such data is misleading at best. What is absolutely clear is that the impact on the environment is completely unjustified.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, I am disappointed that the do minimum scenario does not take public transport improvements into account. Equally, why is there no alternative that includes further public transport improvements, the complementary measures and further infrastructure improvements, that could ease congestion in a sustainable way, and provide local jobs. I support CALMs Blue Route as a reasonable alternative.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am thoroughly disgusted by the SEA, which seems to be mostly copied from the SEA accompanying the M4CEM. The serious nature of the impact on the biodiversity of the Gwent Levels has been downplayed, when it should rank as a major negative impact. Equally other factors have been skewed to show road building in a positive light - particularly the objective to reduce greenhouse gas emissions per vehicle, rather than overall, meaning that faster flowing traffic is favoured (although note that very high speeds of over 60mph produce as much emissions as slow, congested traffic). The increased numbers of vehicles generated by a new road may well negate the savings provided by smoother flow - but this is conveniently ignored due to the skewed objective. The emissions generated by such a large infrastructure project are also not taken into account. Health impacts are restricted to those people living near the existing M4 and drivers - although there are fewer people living on the levels near the route, the impact on their health (stress from noise, air pollution etc) should be included. The SEA regulations require the SEA to consider reasonable alternatives - yet this does not include a non-road building option, other than the 'do-minimum'. I cannot believe that a combination of public transport (including the Metro), infrastructure improvements, walking and cycling measures and other sustainable actions is considered unreasonable.

**Q9. Additional comments**

Please provide any additional comments here.

At worst, this is a empty political gesture from the government to the business community, ignoring the governments own commitment to sustainable development and to protect the environment. I am horrified that such a large amount of money, in a time when public services are pressed, can be spent on a project that will deliver more cars on the roads, increased greenhouse gas emissions, and destroy one of Wales' natural jewels. I realise the government wants to be remembered as 'the one that built the road' - unfortunately I fear they will be remembered as 'the one that destroyed the Levels'.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is unfavourable because it will cause significant impacts to the Gwent Levels SSSI - a unique habitat of ecological and intrinsic importance.

A cheaper way to achieve the goals of the M4 relief road, by reducing congestion and causing far less of a negative impact on the environment, would be to improve the current infrastructure - namely to create a new dual carriageway between the A48 Newport Southern Distributor Road and the road which runs through the former Steelworks Road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' would produce lesser negative impacts than the other route options.

For it to be a success it would need to be combined with improvements to the current infrastructure - namely to create a new dual carriageway between the A48 Newport Southern Distributor Road and the road which runs through the former Steelworks Road.

**Q9. Additional comments**

Please provide any additional comments here.

Building a relief road through the Gwent Levels is unfavourable because it will cause significant impacts to the Gwent Levels SSSI - a unique habitat of ecological and intrinsic importance.

A cheaper way to achieve the goals of the M4 relief road, by reducing congestion and causing far less of a negative impact on the environment, would be to improve the current infrastructure - namely to create a new dual carriageway between the A48 Newport Southern Distributor Road and the road which runs through the former Steelworks Road.

I feel that rather than building new motorways, and destroying irreplaceable habitats it would be favourable to focus on strengthening the current infrastructure provision. And also to promote more sustainable forms of travel such as train and bus which are currently inadequate (especially when compared to public transport in areas such as south-east England where it is possible to commute to work without owing a car).

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
we as a Nation need to have an alternative means of entering Wales for the future prosperity of all

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
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**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.  
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**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.  
Many opposed the Cardiff Bay barrage but mother nature appears to have embraced it

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
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Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will not solve the problem. The problem around Newport is many fold, but basically local to Newport.

Three main issues are local traffic using the motorway for short journeys, and the traffic joining at the coldra and vehicles slowing down for the tunnels.

The traffic joining at the coldra causes two problems, the volume of traffic increase by 15% ( your figures on page 12, 77.8% capacity/67.4 Capacity = 1.15 = +15% ) and the slow traffic joining the motorway causes the existing traffic flow to slow .

The junctions either side of the tunnels add to the problem, with traffic slowing to join or leave the motorway, especially at J26. So traffic slows in the tunnel, combined with the psychological effect of entering the tunnels, which slows traffic

I see no benefit of taking traffic off at Magor instead of a new motor way round the SDR from the Coldra, J24.

The only benefit in making a new junction from Magor is cost, as the new motorway will be built on green field land, so clearance costs will be minimised.

However this is greenfield land, through a site of special scientific interest.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

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The only benefit in making a new junction from Magor is cost, as the new motorway will be built on green field land, so clearance costs will be minimised.

However this is greenfield land, through a site of special scientific interest.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

minimumscebario might provide some relief at a much lower cost, but only if combined with closure of certin junctions, e.g. on slip J26 eastbound and off-slip J26 westbound,plus Highcross closure altogether.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The proposed M48 – B4245 Link is a good idea, but will not significantly affect Newport traffic flows. The traffic from Magor that wants to go to, or from, Chesptow, in effect, has it's own lane on the M4.

The M4 being three lanes to the east of J23 and two lanes to the west.

I don't believe the statement on cycle routes. That will be the first element to be cut when the inevitable budget / cost increase happens.

If the commitment to the "walking and cycle friendly infrastructure" is genuine, do it first , so it can't be cut later. For instance, the B4245 is already an extremely dangerous route for cyclist and dedicated cycles routes could be built now.

In fact as one of the problems is local Newport traffic using the motorway for short journeys, an investment in cycle paths in Newport would alleviate the problem by getting people out of their cars.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

whilst the reports states "that it is considered unlikely that any of the four options would result in adverse effects on the integrity of European Sites. There is the potential for effects on European Sites from the new road route options and mitigation is likely to be required to ensure that adverse effects do not occur"

the danger is that having built the motorway, there is no protection to prevent further encroachment onto the SSI's in the future. Developing "just a bit more" followed by "just a bit more", and then "just a bit more". til eventually we wonder where the SSI's went.

**Q9. Additional comments**

Please provide any additional comments here.

This seems a hasty proposal without due consideration of the impact of the recently open SDR opened summer 2013.

In fact your traffic flow figures are taken from 2012, before the SDR was fully open, so are in effect out of date at best, totally misleading at worse and would be useless in a court of law if submitted as evidence.

The consultation process has also been flawed. We live in the outskirts of Undy, and we have never had any leaflets about the proposal, or notices telling us of the meetings in the village. The only reason we knew of the meetings, was from friends in Rogiet.

It appears the "low cost" option you employed to deliver the leaflets, couldn't be bothered to walk up our hill, and did not deliver to all houses in Undy as contracted to do.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object. I do not think this proposed route will address the problems surrounding the current M4 corridor around Newport and believe it will actually create more problems for the South Welsh landscape and environment as opposed to offering a solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the previous black route, I also object to this suggestion.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As with the previous 2 routes suggested, I also object to this proposal. None of these routes offer a satisfactory solution to the M4 problem.

**Q9. Additional comments**

Please provide any additional comments here.

None of these routes seem appropriate measure. It seems to me that billions of the taxpayers money would be far better spent elsewhere, especially when the spending of this money on a new M4 would actually have an awful impact on the important Gwent Levels site.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think sustainable transport alternatives are more important than a motorway which will contribute to global warming whilst badly damaging a vital wetland wildlife habitat. I object to this route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think sustainable transport alternatives are more important than a motorway which will contribute to global warming whilst badly damaging a vital wetland wildlife habitat. I object to this route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think sustainable transport alternatives are more important than a motorway which will contribute to global warming whilst badly damaging a vital wetland wildlife habitat. I object to this route.

**Q9. Additional comments**

Please provide any additional comments here.

I think that if people feel that they have to drive then should accept longer journey times as a small price to pay for a more sustainable future. £1billion would be much better spent on sustainable transport and social welfare, although if investment in roads are required, then looking an upgrade of the dual carriageway through the steelworks linked to an improved SDR would seem to be a much more sustainable alternative, as it does not take up undeveloped land, let along a nationally or internationally important wetland.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Goals: 1,2,5,7 &11 – Neutral

Other goals: No, in particular it will only move noise and pollution to an environmentally sensitive area

Nothing within the goals refers to achieving value for money which the proposals fail to achieve.  
Nothing in the goals refers to minimising the impact on local communities effected by any new route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No significant difference to the black route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No significant difference to the black route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation has referred to extreme options - requiring significant investment in the preferred option and minor variations thereof, and a very low investment option. The do minimum option is not acceptable but options which improve the flow of traffic on the M4 and within Newport should be considered further

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Not adequate to establish the real impact of the proposal

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Not adequate to establish the real impact of the proposal

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Not adequate to establish the real impact of the proposal

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Not adequate to establish the real impact of the proposal

**Q9. Additional comments**

Please provide any additional comments here.

The proposals do not adequately explore alternative options.

Traffic data used to support the proposal fails to reflect the impact of the variable speed limits introduced or the future proposals for rail improvements.

When traffic is disrupted on the M4 it appears to be taking an increasing amount of time to resolve issues – responding and dealing with issues promptly, in a manner which reflects the impact of the disruption would improve matters.

The proposals will move traffic flow to an environmentally sensitive area which is also subject to flooding.

The levels area which will bear the majority impact of the proposals receive limited services with no mains services other than water and electricity and would now suffer the environmental impact of traffic bypassing Newport. If progressed the proposals should include provision for some “gain” to the local communities effected.

The proposal will do nothing to encourage employment and investment in Newport itself.

Further consideration should be given to closing some of the existing junctions to improve the flow of traffic with improvements to the flow of traffic within Newport.

A relief road for traffic in one direction to the north of the existing M4 should be considered, leaving the existing lanes through both of the brynglas tunnels to take the flow in the other direction.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Institute's view is that the Black Route is not an appropriate investment for the Welsh Government. It represents a significant expense, funds which could be better spent elsewhere. We also believe that the traffic forecasts used to underpin this investment are flawed, suggesting a significant increase in traffic when current trends suggest this is extremely unlikely.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route represents a poor option, following large amounts of the Black Route but not being configured as a motorway.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

While offering a better alternative than the Red Route, there is still significant investment that could be better directed elsewhere, with use of already available routes being a viable alternative.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option, in order to improve the resilience of the M4 around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We have no comments here.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We have no comments here.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
We have no comments here.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
We have no comments here.

**Q9. Additional comments**

Please provide any additional comments here.

The CILT, in conjunction with the Institute of Welsh Affairs, have recently produced a report on an alternative route to those proposed in the consultation. This proposition would utilise current infrastructure, but with investment to improve the route and create grade separated intersections throughout. This would enable speeds to be significantly increased and offer a viable alternative to the current M4 route. Coupled with traffic management systems (e.g. dot matrix signage), traffic flows around Newport could be maintained.

Further, we believe that you cannot consider the M4 in isolation from other transport choices. Investment in the Metro concept, plus the impact of electrification on both local and long-distance journeys, will have an impact on transport flows around Newport. Indeed, the consultation does refer to walking and cycling, so the rationale for excluding other transport modes seems to lack logic.

If you would like a copy of the report, please let me know.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my answer to Question 9

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Please see my answer to Question 9

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Habitats Regulations Assessment is flawed. Under the Habitats Directive, consent for a plan or project may only be given having ascertained no adverse effect on the integrity of the site. This precautionary approach is the fundamental principle underpinning the Directive.

Your HRA tacitly accepts there will be damage when it says, "It is considered on the basis of professional judgement that the impacts that could reasonably be expected to give rise to effects on the features of the River Usk SAC could be mitigated during the implementation of a project to build a new road to the south of Newport...".

"Professional judgement" is not evidence and, when the precautionary principle is taken into account, would not be adequate to satisfy Article 6(3) of the Habitats Directive.

If there could be a negative impact on a SAC made by a proposed project, the Directive does not allow Member States to proceed if there is an alternative solution (Article 6(4)). As recently as last year, the Welsh Government was itself proposing an alternative solution – namely improvements to the Southern Distributor road. On the basis of their own published documents, a complaint to the European Commission against the Welsh Ministers would have a strong chance of success.

According to the JNCC website, the Usk's qualifying features include "Water courses of plain to montane levels with the *Ranunculus fluitans* and *Callitriche-Batrachion* vegetation." I could find no detailed assessment of the impact of the schemes on this and the habitat types listed in the river's notification to the EC.

The consultation says (on page 30) that "additional junctions to the south of Newport would increase the potential of employment sites". There is something similar on pages 37 and 43. Thus the consultation implicitly concedes that the road may encourage further development but the HRA seems silent on the impact of these additional developments on the SACs and SPAs identified in the HRA.

The HRA also fails to mention the wider obligations arising under Birds Directive – see the answer to question 9 below.

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Please see my answer to Question 9

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

### **Q9. Additional comments**

Please provide any additional comments here.

I tried to submit my comments using this tool but as my response to question 9 runs to over 2000 characters, my attempt was unsuccessful. It is unreasonable to limit comments in this way. My comments have therefore been emailed as a Word document to the following address;

m4newport@arup.com

Organisation:

Postcode: TW9

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Traffic problems must come second to invaluable, irreplaceable habitat. We owe it to future generations to conserve the few remaining quality semi-natural habitats like the Gwent Levels. Building over four SSSI's is unthinkable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto qu 1: Traffic problems must come second to invaluable, irreplaceable habitat. We owe it to future generations to conserve the few remaining quality semi-natural habitats like the Gwent Levels. Building over four SSSI's is unthinkable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto qu 1: Traffic problems must come second to invaluable, irreplaceable habitat. We owe it to future generations to conserve the few remaining quality semi-natural habitats like the Gwent Levels. Building over four SSSI's is unthinkable.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No opinion. Hoping that whatever has previously been agreed is not environmentally damaging in the way the new proposals are

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

"A plan or project should only be undertaken or authorised if it can be shown that it will not result in an adverse effect on the integrity of European sites except in situations of imperative reasons of overriding public interest where compensation measures have been included".

It's a site of European importance. It is in the overriding public interest to maintain ecosystems for the health of the planet. You can't compensate for wrecking ecosystems.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Plants and wetlands = clean air. Cars = pollution.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

3 lanes are imperative.

This would be the route that the original M4 should have followed. The existing M4 should have just been a bypass road.

This is my preference for safer, easier and more reliable travel east-west in South Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

2 lanes insufficient. Too near to Duffryn.

Prefer Black Route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Prefer Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Prefer Black Route/motorway standard.

Existing M4 to be redesignated as a bypass/junction 28 improved.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Whatever is built, the environment will be affected. The 'old' M4 will have less car pollution. Overall, pollution should be reduced as there should be fewer traffic hold-ups.

(Editor's note: answer appears in additional space provided)

Whenever existing M4 is congested or closed, a lot of traffic uses SDR and Cardief/Chopstow Roads. Both routes are slow, with roundabouts or traffic lights and queuing traffic - a lot of pollution.

Anything that reduces pollution within the city boundary must be good.

A new road (Black Route preferred) could have barrier tree planting; wide verges; take the traffic away from housing. Motorway standard (wide lanes) would be better than existing M4, safer.

This old road would be a good local bypass road. The SDR has too many roundabouts to be even considered as a bypass road, it is just an ordinary road. Only in an emergency should it be used, as an M4 alternative, its use causes too much congestion.

It is sad to disturb wildlife but this road is necessary to maintain the Welsh economy.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Whatever is built, some habitats will be affected. However, road verges can become habitats - perhaps wider-than-usual verges are the answer. Prepare new habitats in advance of the road-building.

### **Q7. Health Impact Assessment**

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

Car pollution must be affecting Newport - when I go to the countryside, e.g. in Wiltshire, the air quality is noticeably better. Surely a new road will lead to less pollution, fewer hold-ups.

### **Q9. Additional comments**

Please provide any additional comments here.

It is taking far too long to build the new road, it should have been open by now, not just at consultation stage.

(Editor's note: text appears alongside B) Your travel habits, General how would you best describe the purpose of these journeys?)

Used to drive to work regularly along M4. Now use X30 bus along M4 (leisure)

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Present M4 at the Brynglas tunnel.

Should never have entertained the 3 into 2 lanes system.

Recipe for the current problem.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It cannot be worse than the present problem.

**Non fitting comments**

Non-fitting data

I just wish the support this plan though I feel extra lanes at the Brynglas Tunnel would do the trick. Otherwise there will still be jamming at rush hours.

Organisation:

Postcode: NP20

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport Consultation

My thoughts on the proposed M4 corridor to the South of Newport are as follows:

Analysis:

I acknowledge that recent accidents on the M4 around Newport and the resultant traffic jams are not doing the Welsh economy any good.

Having been a car commuter to Cardiff from Newport everyday my observations are that congestion is a rush hour issue. Out of rush hour the traffic on the existing M4 around Newport is generally acceptable.

Personally I overcome the problem by travelling into Cardiff for work pre and post rush hour. When ever possible I also car share.

My initial observation is that the new route is unlikely to alleviate congestion during rush hour going in and out of Cardiff on the A48M, in fact it could make it worse, as the new road is likely to encourage more traffic on the roads around Cardiff at rush hour.

The A48M works undertaken in recent years does little to encourage confidence. The quality of road surface laid on the inbound stretch of the A48M is very uneven; this is not the best first impression when visiting Cardiff.

Conclusion:

My wife and I are not in favour of M4 corridor to the South of Newport.

The last thing Newport centre needs is a another ugly piece of infrastructure. It is unlikely to improve the environment for the new and proposed riverside residential developments.

I anticipate that the road will need to be elevated to cross the river etc. Being down wind of the city centre it is likely that the rush hour traffic noise will be audible, not to mention the traffic exhaust fumes.

Perhaps a more strategic approach to reduce rush hour traffic should be pursued:

If possible reduce freight traffic during rush hour. (From memory crashed lorries seem to have caused the most spectacular traffic jams and damage to infrastructure).

Be more stringent in checking the condition of non-UK lorries on the M4, and hours that commercial drivers have been on the road.

Encourage freight companies to use rail instead of road.

Encourage car sharing into Cardiff

If needs be reduce the traffic speed at rush hour to a speed for optimum capacity. (The current variable speed cameras around Newport do not appear to be operational). Ensure reduced speeds are only imposed when

and where there is genuine congestion. It is annoying when a 50m/hr speed restriction is in place and there is no congestion in sight.

Improve public transport and transit times to Bristol for commuters, in particular with the N of Bristol, to encourage reduced car usage.

(For ease of consultation you may want to make available an overlay the proposed route over a Google satellite map)?



Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Draft

Prefer the original draft plan of a new motorway

Organisation:

Postcode: NP13

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor

I wish to register my strong objection to the proposal to build an extension of the M4 on the Gwent Levels.

The environmental impact on a sensitive and rare site and its wildlife would be catastrophic and too great a price to pay for the supposed benefits. In any case, I can guarantee that within a few years, the new road too would be congested. We don't need more roads, we need fewer cars and lorries!

Let's encourage people and freight onto the railways instead. (We also need a national population policy to ensure sustainability, but that's another issue.)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Re: M4 Corridor around Newport Public Consultation

Please unsubscribe

I previously provided my views and suggestions and hope that they are still used and that I do not have to write the whole lot again.

Thank you

(Editor's note: See pdf provided separately. Not entered into the database: Previous M4 correspondence)

Organisation:

Postcode: SA9

***Non fitting comments***

Non-fitting data

Subject: M4 consultation - Newport

This has all the ingredients of a 'done deal' - consultants appointed, a road-based 'solution', with no irony attached - a bit like an SUV upgrade on a US hire car lot. Let's be quite clear that the proposal is not a 'solution' to anything. It might be a short term amelioration to the intermittent traffic congestion on the M4 betwixt Tredegar Park and the Coldra, but it certainly is nothing more than that, and there is considerable doubt as to even that miserable, vision-free objective will be met.

Let's be honest about this; there are no ideas in the transport pot - no vision, no solutions to our fossil fuel dependent transport system. Governments generally have two reasons for not having a policy on something; either they don't want one, because they have an unpopular agenda of their own, or they simply have no idea what to do. Both probably apply here. This scheme is, of course, and rightly so, a vote of complete no confidence in the rail-based expenditure currently approved for the Cardiff- Newport- Paddington electrification. It is difficult to assess which scheme - rail or road - currently offers worse value for the funders (that's me and many others, who probably, like me, don't want either, though they probably have very different reasons). The quest for a low or zero carbon transport system is advanced not one jot by this.

You are, I have to say, not alone. I have travelled the world to see how the other towns and cities of this planet deal with this one-dimensional approach to urban and inter-urban transport. From the five separate rail systems of Berlin, to the evident despair of transport planners in downtown Seattle; no-one has a clue what to do. The obvious candidate for a low energy, low carbon high capacity and low cost transport system - one that people will use - is rail. Rail however is stuck in a time warp, mostly of its own making, and shows no wish to take radical change at the charge. Rail in theory however does offer many things, and to this end I embarked upon a project in 2009 to analyse rail as a transport system and see how it could be dragged into the twenty first century and become a low cost option for all users, including freight. The changes needed are radical indeed:-

1. A change in the wheel/rail interface to eliminate the coned wheelset (patent pending)
2. A change from intermittent support of the running surface to continuous
3. Elimination of the unresolved lateral track/vehicle forces
4. Elimination of off-vehicle controls (all safety and pathing to be done via vehicle to vehicle comms)
5. A move from supply-led to demand-led provision (the algorithms to enable this I believe are under development, the electronic equipment needed to run it most people already own)
6. Open access to all qualifying vehicles
7. Elimination of all unnecessary control interfaces (driver/signal/vehicle/track/route etc)
8. A move from manufacture of equipment by fitting, to mass production (introduction of comprehensive tolerance defined interchangeability to reduce vehicle costs to £2K/seat)

The key enabler in all this is item 1, which is where I came in four years ago; the ability to reduce vehicle weights to below those of road vehicles, yet give a better ride with lower track forces and hence much lower costs. The rest is simply extrapolation from that starting point - why run vehicles as we do now that can never be more than 30% full on average?, why restrict access to rail to the few, while making the many pay for it?

To this end I am developing Second Generation Rail (2GR), and if you would like to know more - to have options to play with that transport planners so far have only been able to dream about (rail at 8p/passenger mile and profitable, for example, or new rail systems inserted into road infrastructure at under £1m/mile..) - then just give me a call.



Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Motorway

As a motorist living in Caerphilly and use the M4 stretch of motorway in Newport on a regular basis for work and social occasions, I would like to comment on the proposals on the table for future expansion of the M4 within Newport section.

My vote would be to build another tunnel at Brynglas this is the main bottle neck within the area and as such needs widening to cope with current traffic levels.

I would most defiantly oppose the proposal of a new motorway around Newport passing through an area of wildlife habitat the Gwent levels.

This would be unacceptable and irresponsible of a Welsh government, they encourage us to keep active and enjoy walking to keep fit and healthy. If this is the case then we need to keep our wide open spaces for our

enjoyment and the preservation of wildlife which is on the decline. The option of extending the tunnels would use a lot less land and have the same result. I trust my comments will be noted and as a taxpayer the Welsh assembly should act responsibly in this matter and not agree to something that involves carving up the countryside. These area should be kept for generations to come.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 motorway

As a motorist living in Caerphilly I use the M4 motorway around Newport and occasionally encounter hold ups in traffic. I realise that the road has more traffic now than what it was designed for and an alternative with extra capacity is needed.

If I were to have an opinion mine would be to increase the size of the Brynglas tunnels as this is the main bottle neck on this stretch of Motorway. I am definitely in opposition to the option of construction over the Gwent levels this route is absolutely absurd, the devastation of local habitat and home to many species. Nowadays it is easy for consultants to plan and build on virgin ground taking away the areas we enjoy. We are constantly being encouraged to keep active it will not be long before we have no outdoors with land consumed for building

Organisation: The Newport Harbour  
Commissioners

Postcode: NP20

***Non fitting comments***

Non-fitting data

Re: Proposals for New M4

Thank you for your recent email concerning the latest proposals for a new M4 to be constructed south of Newport.

We write to note that the Commissioner's objections, set out in detail when previous plans were put forward in 2008 and 2012, will remain pertinent to the plans currently being put forward also.

In summary the key objection to the proposals relate to the construction of a bridge over the River/dock which will limit the use of these waterways by commercial vessels. The limitations include height restrictions (relating to the clearance of the bridge), obstacles in the river itself (i.e. pillars in the river) and the possibility of a one-way fairway in the River. A more detailed response can be furnished to you also.

We would welcome further discussions on this matter during the construction process - the November meeting of the Commissioners takes place on the morning of 13 November, and this may be an appropriate time for further talks to take place.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is essential to provide this long overdue infrastructure. It will alleviate congestion along Wales' gateway route to and from England thereby helping commuters, business and tourism.

If Wales is to keep people moving to jobs and increasing economic prosperity then this long overdue development is necessary. If Wales is to compete for jobs and business it is essential as well as providing C21st infrastructure and creating jobs.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would prove just as expensive to cross the River and is less of a direct route.

What about the impact on the landfill site? Effect on Duffryn? More problematic and likely to have more objections by residents.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again less direct and more expensive to build, effect on landfill site. More local opposition likely due to effect on residents at Duffryn.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We cannot do nothing - this is not an option if we want Wales to grow economically. The do nothing scenario would mean going backwards as the economy would stall due to congestion.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

An appropriate assessment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

An appropriate assessment

**Q7. Health Impact Assessment**

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

Positive effects likely by improving safety of highways network and motorway. Less stress?

**Q8. Equality Impact Assessment**

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

No effect likely

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the best solution, the impact on the levels has been exaggerated by calm etc as it seems to only touch them to the north, long term economic benefits are substantial, birds will adjust

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To my minds, a dual carriageway solution will not address the problem long term. I do not support the red route for this reason

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is less acceptable to me because it adds to the noise & pollution in Newport town.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Minimal long term benefit. Therefore I do not support the do minimum scenario.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Thorough, comprehensive and, it would appear, accurate

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As Q5.

**Q7. Health Impact Assessment**

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

As Q5

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
As Q5

**Q9. Additional comments**

Please provide any additional comments here.  
None

Organisation: Nash Community Council

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Maps provided we are told are not accurate. My land borders this proposal. I need a large scale O.S. Map showing actual route not a proposed corridor.

I am happy to support project if it is as on map. If it moves further south it will affect my land/and so I need to know

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

None

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

None

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A problem which needs solving

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Room for improvement P.T.O.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Room for improvement P.T.O.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Room for improvement P.T.O.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To buy all the property's at the top of the Brynglas Tunnels and make it into a cutting, and do away with the two lane tunnels.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. We already have two motor ways (M4 & M48 Plus a main rail way line. It can't get much worse.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Take more Haulage off the Motor - ways and place it on more rail.

***Non fitting comments***

Non-fitting data

Have a motor way that would take it's route from Magar to the Coast as we have now started to see Winter High Tides (Global warming) to flood over the (so called) tidal defences at the Caldicot Levels. Ask the local Farmers.

The Motorway could run at the top or adjacent to the sea defence and cross the mouth of the Usk at a lower point than those proposed.

At the Wetlands at Newport the Motorway could run on concrete Caisons or legs. (We see Caisons at the new Severn Bridge.)

Flooding if over looked could cause chaos at the Toll Booth area and adjacent main rail link to London via the Severn Tunnel that may also flood.

Organisation: Network Rail

Postcode: 029

***Non fitting comments***

Non-fitting data

Consultation on M4 around Newport

I am writing in response the consultation on the draft plan for the M4 around Newport.

Network Rail recognises the importance of investing in the modernisation of the transport infrastructure in Wales to support jobs and growth.

We will support the Welsh Government to help develop a park and ride facility at Severn Tunnel Junction, which is described in the consultation document as a potential complimentary measure for future implementation.

Rail freight could have an important role in the transportation of aggregates and other materials during the construction phase of the M4 works and we will help the project team to identify how this could be achieved, in order to reduce the impact of lorries on the congested network in the area.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan (black route) will fully achieve the desperately needed solution to the current M4 traffic problems, both from an environmental and congestion situation.

This also keeps traffic away from the existing residential area at Duffryn.

Excellent proposal should be carried out without delay or further ongoing consultation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not a viable option. A dual carriageway is not capable of handling the same volume of traffic as a full three lane motorway. It will be seen as an option only at times of diversion off the existing M4.

We must face up to the task and the fact that south Wales is losing business due to the lack of a motorway suited to today transport requirements.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would increase noise and pollution at Duffryn.

Possibly more cost effective as it does not have to bridge Newport docks. However this does impact on the landfill site and existing business premises.

Not as direct as the black route and impacts more on existing residential and businesses with noise and air pollution.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option.

The existing M4 causes huge problems and has an extremely poor safety record. While the recent improvements have helped there are still a very high number of collisions on both the M4 and its various access roads.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Answered below (question 6)

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The most important aspects of HRA are - Humans the black route minimises impact on existing residential and business areas.

Second most important aspect - wildlife and our planet. Free moving traffic especially HGV's create the least pollution. The black route also avoids the wetlands and has little impact on the SSSI areas.

Organisation:

Postcode: NP20

**Non fitting comments**

Non-fitting data

(Editor's note: Several annotations to the 2 pages of the report. Each comment from the respondent is shown below, along with the text they are commenting on)

(Editor's note: Following text written below the first subheading of the report. 'We want your views on our draft Plan which aims to address transport related problems on the M4 around Newport:')

You will not 'address' any transport related problems on the M4 by constructing a second motorway..only increase then. The problem is sheer volume of traffic due to the degradation of public services, look at the M25..biggest ring road in Britain - usually grid locked.

(Editor's note: Under the subheading 'What is this about?' on page 1, the respondent has written 'exactly' with an arrow indicating to 'particularly during rush hour')

(Editor's note: In the same 'What is this about?' paragraph, the respondent has struck through the words 'to the lack of capacity and alternative routes' and handwritten 'No it's not')

(Editor's note: In the same paragraph 'What is this about?' the respondent has written the following comment after the sentence 'This is due to the lack of capacity and alternative routes, especially during incidents and accidents.')

'The major cause - extremely low standard of driving competence now combined with dangerously bad attitudes')

(Editor's note: Respondent has written 'Ridiculous' after the paragraph 'If implemented, the draft plan would lead to a motorway being built to the south of Newport' on page 1)

(Editor's note: On page 2 of the report, paragraph 1, the respondent has underlined and written a question mark next to 'single response form')

(Editor's note: On page 2, next to the 'Thank you' subheading, the respondent has written 'First I've head of it - today')

(Editor's note: Following text is from a hand written letter attached to the response form)

Firstly the letter/card I received this morning was illegible, big areas of black ink all over it. Did no-one check this when putting into envelope!

I took it in this morning to the old railway station 'information centre' and was given a readable one.

First erosion of established standards.

Secondly, - no 'single response form' was attached to either original form or replacement one. Second erosion of established standards.

Lastly, and it's the final 'nail-in-the coffin'..you are totally ignorant of the fact that not everyone in this decayed town has a scan computer - or wants one..a lot of us still do things the professional way!

You must have realised by now that Arup must do better.

As a retired professional sales, marketing and technical manager of twenty-seven years experience of covering 1500-2000 miles a week all over this country I think I have some valid input to this silly M4 corridor.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor

I run my business nationwide and I have to say that most areas on the M4 are ok however you can bet your mortgage that as soon as you approach the Coldra roundabout you know you will be stuck in traffic from that point all the way to the Brynglas tunnels.

It has cost me a fortune, having paid £12.60 just to get back into my own country is bad enough then on top of that I have 36 men travelling back from a days work stuck in a van and being paid for the benefit of it as well?

Some thing needs to be done, I pay £12k a year in business rates and I have to to remove my own rubbish, pay for my water and electric then on top of that pay the toll fee, and pay my men to sit in traffic and getting paid for it.

It is no wonder that Smes are going to the wall left right and centre so yes I agree some thing needs to be done fast, also the toll on the bridge needs to be reduced dramatically thank you.

PS

Arup are the guys to get this sorted out so at least the council have chosen well.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4

We Don't need more roads. We need to reduce car use. Cars are killing the planet. Look outside the box and stop pampering to the motorist. We build more roads because it generate money for the business people and MP's AM's etc.

There is no concern for the residence of Newport. Stop wasting taxpayers money.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Newport

I have traveled 30 miles each way on the M4 between Malpas and Bristol daily for the last 13 years to work and believe I am as qualified as anyone to comment on proposals for a new road... Save your money, the traffic is frustrating but could be made better by simply using the managed motorway section better I.e. Stop slowing traffic unnecessarily and when you have saved that money, spend it on creating decent jobs in Wales so that the thousands that work on the other side can find work closer to home and thus reduce the volume of traffic on this road

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the plan will resolve the current problems with traffic around Newport & should be implemented as soon as possible. It will reduce journey times save business money on fuel costs & reduce pollution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the black route is the best option but this would solve the problem if it was decided to go with this plan.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the least practical option but much better than not doing anything.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think this is a viable option. Something positive has to be done to resolve the traffic issues. The problem is only going to get worse.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I think the environmental issues have been examined & adequately addressed.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I think the issues surrounding the areas of SSI have been properly examined & the black route will have an acceptable level of impact on these areas.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I think the new road (whichever option) will overall have a positive impact on the health of people in the Newport M4 corridor.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment - don't see this as an issue

**Q9. Additional comments**

Please provide any additional comments here.  
Please can you put a railway station east of Cardiff - preferably in St. Mellons. This would help traffic issues too!

Organisation:

Postcode: HP26

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no problem with the present M4 18 hours of the day & if the islands on the SDR were removed HGV's etc would be more willing to use this alternative during peak hours.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this is the best solution to the current M4 Newport problems & should be proceeded with.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Discount this route

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Discount this route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Waste of time

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will certainly address the issues of capacity, especially where the Brynglas tunnels are concerned, as well as the issues created by having so many junctions in such close proximity. If the current M4 becomes a trunk road, this would leave an excellent network infrastructure for local residents to access when navigating their way to local amenities.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would not address the real issues which are the problems of having so many junctions in such close proximity and the bottleneck caused by the Brynglas tunnels. Also, if there was an accident the issue would still be there knock on affect onto the local road network causing significant local delays and congestion.

**Q9. Additional comments**

Please provide any additional comments here.

I would hope that the proposed infrastructure to encourage local walking and cycling would look to include as much of the out lying villages along the M4 corridor as much as possible. Additionally, I believe it would be important to include a long term strategy that looks to evaluate the short - medium & long term environmental impact of the proposed

**Non fitting comments**

Non-fitting data

plan if it were to go ahead. Such research would create important evidence to help evaluate how successful current plans are in protecting local habitats. As well as generating data that could be used to inform strategies elsewhere when a new build road has the potential to impact wildlife in such an area.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Probably the best option although I believe that going on the sea wall would be preferable. It would kill two birds with one stone. Improve the sea defenses which are needed & provide the bypass.

Road noise would be moved away from populated areas and it would not cut the country side in half.

There would also be no problem for the wetlands reserve as it would be south of that area.

The birds could be provided with lolly pop ladies if they found it difficult to fly over the road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As I write this. 09-00 Thursday 3-Oct 13. Motorway closed west bound another fatal accident.

Newport at a stand still.

No other comment needed for the do minimum scenario.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am totally in favour of the black route. It should alleviate all the present problems of the M4.

My personal problem, is that which ever route is decided upon, will split Magor/Undy from Rogiet & Caldicot. As I can see no provision for slip roads/roundabouts, on the draft plans, for that part of the routes.

All three routes will effect the nature reserve, but there is no other option. (In my opinion). All three routes will need a new bridge.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route appears to much of a longer distance, and too close to the Caldra junction. Which is already, over loaded. (It terrified me the first time I used it).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments in Question 2, apply here, without exception.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As a newcomer to South Wales, the M4, as it exists, is not up to motorway standards. It is more of a ring road. To do the minimum option, although a cheaper one, will, in a few years of completion prove to be the more expensive, as it will need further upgrades.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments, other than to go with any legal requirement.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Again, no comment, apart from the previous (Q5) comments.

**Q7. Health Impact Assessment**

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

Health impact should be minimal on the black route

**Q8. Equality Impact Assessment**

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

I believe that the 'EqIA' is self explanatory.

**Q9. Additional comments**

Please provide any additional comments here.

It is a fact of life, that some people will object to any planned improvements, but in our society, we have to agree to changes at times. I am in favour of progress carries out, after careful planning.

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the black route will be a massive help to alleviate the pressure on the existing M4. The traffic will only get worse in future years so something must be done soon, before we have a complete gridlock when there's an accident.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too close to housing estates and Duffry school. By the time it's complete it will already be running at full capacity.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too close to built up areas noise nuisance pollution etc.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am concerned about the junction from the M4 at Magor. If the existing M4 becomes a secondary road to the proposed motorway I question that the fork style junction of the 2 roads will not take place as shown. If the 2ndary road goes off to the left, as is usual, won't that take up more land than is shown.

**Non fitting comments**

Non-fitting data

(Editor's note: On page 5 'Transport Related Problems' the respondent has written number '1' next to number '5' on the list of problems in the report, number '2' next to both numbers '9' and '11', number '3' next to number '7' on the list, and number '4' next to number '16')

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From it's inception this proposal was always going to be a step too far!

We are told a copper bottomed price is in place yet detailed planning has not yet taken place!

Be wonderful to see the price, when the elevated motorway over Newport Docks hits the scene.

Bit like HSR2. 40 billion - no make that 80 billion.

Sorry, much more homework, and a little more honesty would not go amiss!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Just like (Editor's note: 1 word/symbol illegible) Plan a, the cost will exceed the expectation.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is plan B with a few minor deviations.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 is managable at an enforced speed limit. The problem is, the speed limit is not enforced!

For example, it is permissible to 'insist' on a 'minimum' speed limit, just as it is to insist on a maximum.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Its good as far as it goes, but it assumes that spending a vast amount of money, is the answer to all its problems.

I.E. more concrete!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I would sincerely hate to see the habitat of the local flora and fauna destroyed just to alleviate impatient drivers blood pressure.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am definitely providing my support for the Black Route as it provides the best solution from the options put forward.

Over the last 25 years I have travelled to Cardiff as my place of work, I have become increasingly frustrated with the flow of traffic around Newport and the incident of accidents around the Brynglas tunnels.

Having travelled around the world with my job, it's very apparent that major economic regions have very good road systems and for South East Wales to flourish, it must have this new road.

I am also pleased that it is proposed to have link road between the B4245 and M48, as the M48 is under used and it will be a great benefit to the people around the Caldicot area.

The Black Route would also enhance the changes of a new airport in the region!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Why bother! There has been a dual carriageway built next to Llanwern, utilise that instead.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Would prefer the Black Route as this is more direct.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We need to address the many issues of the current M4 now and not in another 10 years, this option is absolutely wrong.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Due consideration seems to have been made over the environmental impacts of the new road.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The many benefits of a new road especially the Black Route heavily outweighs the negative impacts on the SSI of which only 1.57% will be impacted.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Careful consideration needs to be made to avoid the same design faults that blight the current M4.

Concerned that the docks viaduct could have a negative impact on docks employees if ship access is limited.

Although in favour of limiting junctions in order to improve traffic flow there appears to be no access for emergency vehicles on this plan. Inevitably accidents will happen provision needs to be provided.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Concerns over the tolerance of the current state of the landfilled ground to sustain a road. A48 has sunk. Quite a 'non straight' road in section by Usk, will repeat problems on existing M4.

- This wouldn't be a motorway so wouldn't encourage people away from current 'perceived high speed link' road.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not enough. Am not in favour of do minimum scenario. M4 unsuitable for purpose in current form.

**Q9. Additional comments**

Please provide any additional comments here.

Commute daily on M4 between J23 and J30 and have done for more than 10 years. Transport times are unreliable and road is dangerous.

Would be in favour of a new motorway, preferably with traffic management systems in place to ease flow at rush hour.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No objections.

The complementary measures must be adopted as part of the overall project.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

B4245 link road essential part of proposal

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To maximise benefits of this scheme the complementary measures must be adopted.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is by far the best route as it will provide the necessary 3 lane motorway infrastructure with minimal impact on the nature reserve in Newport and also Dyffryn area and Newport Docks.

Newport residential areas, cycling, pedestrian routes and also the much needed M48 - B4245 link road are required in the complimentary measures to improve living areas all around.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is a waste of time. I don't think it will impact the problems currently occurring on the M4 as people will still use the existing road. The traffic volume needs the Black Route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Much the same as the Black Route but would not be as favourable on Newport Docks and Dyffryn area.

Black Route is definitely better.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All favours Black Route.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

All favours Black Route. Beneficial to the majority.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
All favours Black Route.

Any improvement on current situation has to benefit everyone! From road rage and air pollution!

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
All favours Black Route

**Q9. Additional comments**

Please provide any additional comments here.

Once the residents at west end of Magor have settled down after the M4 is built, it can only be seen as an improvement.

Trees replaced etc. is vital to ensure this area of Magor returns to it's current state.

Just a shame the vicarage will have to go.

**Non fitting comments**

Non-fitting data

It is vital that the M48 - B4245 link is completed to ease the volume of traffic going through Magor. This will offset slightly the impact of the new motorway to residents at the west end of Magor. I see only a few residents being adversely affected by these new routes and hope that they will see why this road has to be built.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

All the goals would be achieved to high degree except 11 and 14. How can you reduce local traffic use get still get easier access to local key services?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red Route not an alternative to Black Route - more or less the same impact.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Purple Route not an alternative to Black Route - same impact

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is not a viable option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Any alternative route to existing M4 will have major environmental impacts.

We have real concerns about rising water levels. We hope that an experienced construction company is used.

**Q9. Additional comments**

Please provide any additional comments here.

No mention if this will be a toll road.

This will not help the business and economic growth for Newport, just facilitate access to Cardiff and beyond by by-passing Newport altogether!

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Should address most problems. Should achieve most goals.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black Route is better

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black Route is better

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

'Do minimum scenario' will achieve nothing, will lay up more problems for the future

**Q9. Additional comments**

Please provide any additional comments here.

During the previous consultation my preferred route was almost identical to your Black Route. As a spin ofdf I would like to see an 'A' road constructed from a junction at Duffryn and following the main Newport to Cardiff railway line.

(Editor's note: see pdf provided seperately. Not entered into database: annotated map of Newport road network)

### ***Non fitting comments***

Non-fitting data

Europe should part-fund this scheme as being a major strategic route from Ireland and West Wales to Europe.

Providing cycling friendly infrastructure should include provision for horse riding.

A new bridleway should be provided adjoining and north of the existing M4 from existing bridleway near the canal and near Junction 27 to existing bridleway leading from Grove Farm to Wern Ddu Farm. This while linking with existing bridleways would provide a circular riding for an area where there many horse kept on several farms.

The coast road from Duffryn towards Cardiff is very dangerous, is very narrow and twisting and is close to reens - wide and deep ancient man-made waterways - there have been many accidents - some fatal with cars finishing up in the water - a new Class A minor road from Duffryn towards Cardiff adjoining the railway and immediately south of the railway.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Good, will achieve it's aims

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option, 3 lane motorway essential

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Good, will make commuting easier

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not an option

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Good

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Good

**Q7. Health Impact Assessment**

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

Can see no problems

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it will make a major difference to the safety on the M4 corridor. I agree that de-classifying the existing motorway will allow access to Newport itself to be improved. The Black Route offers more reliable journey times and a reduction of traffic actually travelling through Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route will ease the problems of the M4 but I feel it will impact more on residents. Although I do not disapprove of it.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route will ease the problems of the M4 but I feel it will impact more on residents. Although I do not disapprove of it.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Something needs to be done so I do not agree with the do minimum scenario.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It was clearly presented and the highlighted significance made it easy to understand.

I appreciate that major work will impact on all aspects but I feel in view of the safety requirements it is necessary.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It was clearly presented and the highlighted significance made it easy to understand.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Not studied

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Not studied

**Q9. Additional comments**

Please provide any additional comments here.

I understand that there will be an impact with any major works but I feel the benefits outweigh the difficulties.

There are too many accidents at present, especially between Junctions 27 and 26, resulting in injury and death.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will provide Newport / South Wales with a motorway not just a by-pass as the existing portion of M4 now is!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too near housing

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Just another by-pass

**Q9. Additional comments**

Please provide any additional comments here.

The existing M4 will soon require major repairs. Why not spend the budget on providing new instead of make-do-and-mend (as we have had over the past decade).

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

Proposed M4 Relief Road, Gwent Levels

I wish to register opposition to this project for the following reasons:

(1) The Gwent Levels has extremely important wildlife populations both faunal and floral. This has been recognised for a long time by the creation of a number of Sites of Scientific Importance (SSSI). The whole area of the Levels is important and has been identified as a Futurescape (RSPB) and a Living Landscape (Wildlife Trust) - a concept now being developed in the U.K. to integrate the environment and the economy in a realistic manner.

(2) Is there a need for a new motorway? The cost would be very high at a time of austerity. The present U.K. Government is obsessed by infrastructure - witness the absurd HS2 railway proposal. In a world with an increasing population, greater pressure on resources and a technological revolution plus major environmental challenges there may be a decline in motor vehicle use. No one knows. Some forecasts for 'growth' may be more akin to astrology and certainly not science.

(3) Will there be an increase in flood risk as a result of this construction, particularly as we are expecting a sea level rise? The Severn Estuary experienced a Tsunami in the past. There will undoubtedly be pollution which will increase both waterborne and air borne.

(4) There must be sustainable alternatives. How accurate is the database used to justify this project? A study of provable demographic trends needs to be carried out.

(5) What is the role of Natural Resources Wales? Has it a sufficient degree of independence from political control to express a balanced, scientific opinion?

(6) If this proposed project is to be continued by government (Wales/UK) then a public inquiry should be set up.

(7) In conclusion it may someday be realised by short-termist politicians that ultimately the economy is dependent on the Environment. This project would be in major conflict with the Environment and should be dropped by Government (Wales/UK).

Organisation:

Postcode: SA19

***Non fitting comments***

Non-fitting data  
M4 Consultation

Re: Gwent Levels M4 Moton/vay Relief Road Dear M4 Consultation

I wish to register my concerns over the plans to build a relief road across the Gwent Levels and urge that the proposal be dropped. My objections are as follows;

The data used to justify the road is no longer relevant. Traffic levels on the M4 have reached a plateau and do not justify a relief scheme.

The environmental cost of the new road far outweighs any small gain in reduced congestion arising from the scheme.

At least 6 SSSIs would be damaged by the proposed road. What is the point of important internationally recognised environmental protections if they are ridden over roughshod for short term objectives? The road would be of purely temporary use (in natural timescales) but the damage would be permanent. The tourist pull of this natural gem would be, completely destroyed by the road and its construction impact.

The huge cost of the new road does not represent value for money. The money could be spent removing the Severn crossing tolls. That would be more beneficial to everyone and help regenerate South Wales more than an unnecessary road.

For the reasons stated above the new road does not make environmental nor economic sense. The capital investment should be put towards sustainable job creation in South Wales.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Disappointed that planners have not seen fit to build this new road starting on the other side of Magor (after Junction 23A) - there may be planned development but actual living residents are being disrupted over a proposed development.

Disgusted that on the plans, Magor and Undy have been conveniently erased - it is as though we do not even exist! The money being bandied about is ridiculous.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This 'alternative' is no alternative for the people of Magor and Undy.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This 'alternative' is no alternative for the people of Magor and Undy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will, of course, not 'address the problems' as you state - this is, frankly, a stupid question.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Is best of three for west end

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not good enough to address traffic volumes at peak periods

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

People to take precedence over frogs

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We need a sensible solution to this problem more than frogs and newts

**Q7. Health Impact Assessment**

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

Not keen on Magor being an island in motorway network but this needs doing

**Q8. Equality Impact Assessment**

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

Don't be daft!

**Q9. Additional comments**

Please provide any additional comments here.

Don't care which solution you go for at west end of proposed scheme (lowest cost would be good!)

### ***Non fitting comments***

Non-fitting data

Eastern end of proposed scheme makes no sense at all. There is little or nothing to be gained by the people of Magor and Undy from this scheme but it will impact them hardest.

The junction for the new road should be before the toll plaza, with the road being taken over the northern end of the Magor Marsh SSI.

In addition if at the same time there were to be a motorway junction at Rogiet to the M48 / B4245 this would relieve traffic through the village and would mean that there was something in the scheme for the inhabitants of Magor. This low cost amendment to the scheme would do much to reduce opposition to it.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe the Black Route would resolve most traffic flow problems around Newport with the proviso that there is a planned interchange for the docks area. Unless this is provided, heavy goods traffic will continue to use the existing road continuing to cause traffic flow and pollution problems (even though it may be re-classified as a trunk road)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too disruptive

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too disruptive

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not a long-term solution, would require more money to be spent in the future as traffic levels will almost certainly increase in the future

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Some of the assessments regarding health, physical fitness and crime levels seem to be a little tenuous - almost grasping at straws to try to prove the case as I'm not sure how the new motorway would provide additional leisure facilities?

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Would help ease congestion for commuters accessing Newport only.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The consultation is too narrow in it's focus and lacks imagination or any radical thinking.

I would expect to see alterations to the Black Route extending east beyond Magor e.g. why can't a motorway be considered that takes the line of the coast accessed closer to the second Severn Crossing?

This would skirt the SSSIs and not go through them and minimise the human impact on residents.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comments

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comments

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No - something needs to be done.

However, the existing options look dated and lack 'new' thinking. Wales and it's people deserve better. We should seek opinions from the international civil engineering community. There must be better ideas out there - surely!

### ***Non fitting comments***

Non-fitting data

The draft plans are disappointing, lack imagination and I think the residents of east Wales deserve better. If this was a school homework project my assessment would be D - must do better.

I live in Undy, which, if the plans are adopted will (with Magor) become encased in a motorway and railway sandwich. What a loss it will be to residents and visitors. The destruction of the historic vicarage is beyond upsetting and I feel Magor / Undy will be transformed from a once attractive and desirable place to live and raise families to a location that will become blighted by civil engineering works - noisy, polluted and a forgotten town.

The Welsh Assembly should employ the best minds from the international civil engineering community to solve the issues. There must be better ideas out there! Create something that goes beyond the problems considered in this consultation - dare to think differently. In the words of Albert Einstein "We can't solve problems by using the same kind of thinking we used when we created them."

My fear is that the good people of Magor / Undy will quietly conclude that it is not a place to live any more and they will drift away, local amenities will suffer and the fabric of the community will be lost forever!

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any system other than the black route would necessitate relocation, which after 74 years would be extremely difficult, if not with M5 almost impossible. The black route would certainly solve the problems.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As for Question 1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As for Question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Doing nothing will not solve the problems.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The black route would solve many problems without causing chaos to the rest of the area.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

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

No comment.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan will address the major transport issues currently experienced on the M4, principally

1. Safety
2. Journey time reliability through addressing capacity issues.
3. Network resilience

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route will not fully address the capacity, network resilience or safety issues, whilst it still has a major environmental and social impact through its construction. The impact of constructing the red route on residential and future development sites will be more unacceptable than the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route, whilst achieving most of the goals of the black route, will still have the failings of the red route as highlighted above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum' option will severely limit the future economic growth of Newport and do little to enhance the user-experience of the current M4 between Junctions 23a and 28.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The areas which directly affect people's quality of life in terms of air quality, noise, human health, are in general positive or neutral for the black route compared to other options in particular the do minimum scenario. Cultural heritage & landscape/townscape are important and seem to be badly affected but often these have to suffer for 'progress' and further mitigation efforts could address this. There are worrying uncertainties over historic contamination of soils through the historic industrial areas which I feel would benefit from more in-depth investigation.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Clearly a very important site, with a thorough understanding of the impact of not just construction activities but also the long-term effect of the new road/bridge on the habitat. Even the 'do minimum' approach will have an effect on habitat, but in constructing the new route, positive measures can be followed to enhance habitats.

Not being an expert on ecology, this report does seem rather heavy.

**Q7. Health Impact Assessment**

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

Generally favourable for the majority of the population.

**Q8. Equality Impact Assessment**

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

My view is that the new road could be a benefit to the community, providing greater equality through accessibility. The report addresses this well.

**Q9. Additional comments**

Please provide any additional comments here.

Apart from the need for this new road from a socio-economic viewpoint in order to improve network resilience and unlock development land, there will be an immense economic benefit in its own right from the construction point of view.

**Non fitting comments**

Non-fitting data

Funding is the major issues, this is a large scheme and would require a firm commitment across more than one term of government (either UK or WG).

Organisation:

Postcode: NP20

***Non fitting comments***

Non-fitting data

All motorways are designed for fast-moving traffic. Reduced speed limits cause congestion and limit capacity.

60 MPH = One mile per minute distance travelled.

90 MPH = One and a half miles per minute (stating the obvious) distance travelled.

By introducing variable speed limits (maximum 50mp) on M4 around Newport congestion and reduced capacity has been achieved.

Lane hogging is now officially illegal so there is no reason why the maximum speed 70mph cannot be re-instated.

Belgium, France and Germany do not have a problem with higher speed limits; so why should we?

The southern distributor road connecting the M4 colora to M4 Tredegar Park is ideally situated as a southern by-pass to the M4 (Bryglas Tunnels) if necessary. It just requires up-grading to a higher standard.

There is no shortage of money for the above. The newspapers and even the "left-wing" BBC are full of stories about the Westminster and Cardiff Governments throwing £milions at vacuous projects.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would seem that it will address most of the problems

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not Suitable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not Suitable

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The effects of both black and red route will have a severe impact on magor/ undy. Recent developments of housing in magor will be directly affected as well as many existing property's. The proposed LDP for the rockfield area of magor will be directly affected as the new M4 junction is directly next to it.

It appears 5SS1 and Givon priority over existing residents.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

N/A

**Non fitting comments**

Non-fitting data

Surely it would be possible to take greater advantage of the new steel works access road by upgrading to motorway standard then pick up the employment land allocation land south of Claw Lyn. Developing this avoiding the need for a new junction on M4 between J23 - J24 this would cause more loss disturbing to Magor/undy

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- 1: it will ease problems with BrynGlas tunnels & associated issues with narrow carriageways.
- 2: improve through route to the rest of South Wales.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- 2 Lane carriageway not an alternative to a 3 lane M - ways  
Newport currently has a 2 lane M4 with 3rd lane used as on & off slips - doesn't work - time scale - unworkable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Problems with routes proximity to residential areas, docks & Tip.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Not an option  
Must do a bypass

**Q9. Additional comments**

Please provide any additional comments here.

Further delays in constructing Newports M4 relief road can't be tolerated.

Concerns: where is the funding coming from - toll road unacceptable/ will kill business/ visitors.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It should provide/ achieve a much better journey for all concerned, providing that and enlargement is planned for now i.e road widening

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think this route will provide more questions than answers with little or no room for improvements.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As Q 2.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is/ should not be an option. It is just putting off sorting the problem

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment (N/C)

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

N/C

**Q7. Health Impact Assessment**

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

N/C.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
N/C

**Q9. Additional comments**

Please provide any additional comments here.

The map at pages 27/28 is well drawn but I would prefer an air photograph. Which would enable us to see better the route through built up areas.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See attached letter

(Editors note: Please see attached letter)

M4 Corridor around Newport - Consultation.

May I firstly apologise for completing your Consultation Documents in only a brief way but this is because I am totally in favour of the Black Route and any minor adjustments which may emerge.

I feel that I can only respond in a general way as I have only lived in Magor for just over three years. I was however born in Newport in 1927 in a part of St. Julians Road which surprisingly at that time fell within the administrative area of the Magor and St. Mellons R.D.C.. Except for my Conscripted Service in the RAF 1946 - 49 I lived in Newport until 1963 at which time my wife and I moved to Northumberland, Co. Durham and forth Yorkshire in connection with my work as an Estates and Wayleave Officer within the Electricity Supply Industry. After my Retirement in 1987 we subsequently moved to Somerset in 1995 and after my wife's death in 2005 I moved back to my Roots in Monmouthshire.

During these years we were regular visitors to the Newport area noting the development of the M4 and other road developments following the building of the first Severn Bridge in the early sixties. The Black Route is more or less what I had in mind when the Brynglas Tunnels became overloaded in a comparatively short time with my view being that there should be only two access junctions for Newport, one each side of the River Usk with the hope that these Junctions would not immediately attract Industrial, Commercial, and Housing Developments in the area of the Levels.

I had hoped, since living in Magor that most of the heavy transport using the B4245 through Caldicot, Rogiet could be reduced. I would not wish to comment on other parts of the route especially in the Duffryn/Tredegarn House section.

In conclusion may I compliment Your Staff at the Magor Exhibition for so clearly explaining the severe historic Financial restrictions involving the Welsh Office in London and more recently the Welsh Assembly. With several changes of Government over the years this was of course inevitable.

As an Octogenarian I am extremely unlikely to see the eventual outcome of the Scheme but hope that urgency will prevail. I thank you for your forbearance.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

N/A

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

N/A

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

N/A

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A good solution

- I'd like to see one junction from new motorway to serve Newport city centre
- I think the new road should re-join existing M4 in a location which allows access to the A48M
- Unsure about plans to downgrade existing M4

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The new road should be motorway standards.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See question 1 & 2 responses

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would be sufficient.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Safer journey
- More direct route west
- Less air + noise pollution
- Less impact on populated areas

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Not direct
- Longer journey time
- Too close to Town Centre + built up areas
- Greater disruption whilst being built.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above

Organisation:

Postcode: NP26

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do not believe this to be a viable option

**Q9. Additional comments**

Please provide any additional comments here.

Parallel development/ improvements of cycle routes & rail travel

Organisation:

Postcode: NP26

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Possible future road rage

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only route to be considered

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not Suitable

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not Suitable

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not Suitable

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Just about right

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Just about right

**Q7. Health Impact Assessment**

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

About right

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
About right

**Q9. Additional comments**

Please provide any additional comments here.

When is the black route to be built. I think too much talk has gone on for far too long. It's the road we want not more hot air

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Provided the Motorway is properly planned and constructed, including drainage works, then today's problems will be solved. And any future increases in traffic levels will be handled safely. There should also be a reduction in accidents resulting from traffic flows and congestion issues. Also air pollution will be improved. An overall improvement in living standards and business budgets etc should happen when the project is completed.

Proper planning and costing is essential to ensure construction timescales are achieved. The scheme must commence quickly to ensure serious gridlock problems are kept to a minimum.

This route satisfies my standard and is in line with my original solution to the problems, as stated by me, at your original consultation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This Route in my opinion will not solve today's and future problems and will be a waste of money when compared to the black route solution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As this route has a greater adverse affect on residents and businesses, in my opinion this will not be acceptable, and therefore this route will not produce the necessary overall results required.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option as it will not address today's or future problems

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will fully address the problems currently listed and largely succeed in meeting the goals. However not all problems perceived or known can be 100% met or solved.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does not meet future potential requirements in sufficient quantity and therefore can only be relatively short term solution.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

again as for question 2

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will achieve nothing, cost considerable time and set us back 20 years

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Adequate

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Adequate

**Q9. Additional comments**

Please provide any additional comments here.

Anything less than the draft plan (Black route) will be a squandered opportunity to 'get it right' for future generations as well as the present population. Do it!

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route addresses virtually all the problems, subject to the two additional observations in section G of this response regarding the complementary measures.

The Black Route is essentially the same as "decided" over 10 years ago. The Brynglas Tunnels congestion is due entirely to original lack of foresight/planning followed by the usual Governmental procrastination and delays.

The scheme is at least 15 years too late and should be completed with maximum urgency.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is totally inadequate - failing in particular on these points:

1. It is not a motorway
2. It is too close to urban areas and Duffryn schools.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is a poor (rather than 'reasonable') alternative because 1. It is also too close to urban areas and Duffryn schools. 2. It has smaller radius curves than the Black Route (which is undesirable for a motorway) 3. The Purple Route is less direct.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No comment needed

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment needed

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Disturbance of wildlife habitats will be temporary as there is adequate similar adjacent land where any wildlife disturbed by the Black Route will re-locate naturally.

**Q7. Health Impact Assessment**

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

No comment needed.

**Q8. Equality Impact Assessment**

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

No comment needed.

**Q9. Additional comments**

Please provide any additional comments here.

1. The existing motorway between J23 (Magor) and J24 (Coldra) should remain as motorway having the Magor Junction better for traffic using the A449 (towards M50). Reducing this to a dual carriageway simply to reduce the cost of the major junction would be retrograde and short-sighted.
2. Re-alignment of the Coldra roundabout junction relating to the A449 is also necessary. Extensive re-design and enlargement of the Tredegar Park Junction is urgently essential.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that this option provides the best chance of relief for the congestion on the Newport section of the M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is a reasonable third choice but, as it would be a dual carriageway, it would have difficulty in coping with the future traffic volume and would be vulnerable to hold-ups in the event of any accidents.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be my second choice as it would be a 3-lane motorway which would offer greater capacity, and be less vulnerable, than the Red Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If the future, forecasted traffic volumes are anywhere near accurate, this option would be disastrous for the local and regional transport and economic landscape. It will not address the problems caused by the M4 between J24 and J26.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Did not read.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Did not read.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Did not read.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Did not read.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Given the 3 options included in the present proposal then of the 3 plans the Black route is preferable in that it will meet more of the objectives than the other two largely similar (motorway style) proposals. The planning protection already attained should enable delivery of the project in a shorter timescale.

As recently as 2009 the picture was deemed to be unaffordable. Little has changed in the intervening period so how can the Government/ Welsh Office have found a billion pounds.

Presumably at the expense of other developments.

No attempt has been made to quantify the cost of the 3 options. We have been given little choice as the proposals are very similar. The previous consultation document outlined alleviation proposals as an interim measure now been completely dropped without explanation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The route would necessitate similar disruption as the Black route but without achieving all the benefits. A non-starter.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only advantage of this route is to avoid as much disruption to the SSI. Delivery risks are greater than with the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A non-starter.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment.

**Q7. Health Impact Assessment**

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

No comment.

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

See notes relating to Black Route (Question 1)

**Non fitting comments**

Non-fitting data

Included in address information:

You promised the last time but no feedback was forthcoming.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There appears negligible difference in the 3 routes, particularly at the eastern end I am opposed to all three. I think the draft consultation is biased in favour of the development. Some of the assumptions made are a mixture of comical and depressing.

1. The 1960s mentality of infinite growth to promote infinite economic growth more roads just encourage more car use and more congested roads.

2. Will the next proposal be a Cardiff North Relief M4? At best this proposal just shoves the bottleneck a few miles west.

3. Traffic at 50mph or less is a LOT quieter than at 70-80. New motorway will increase, not decrease it.

4. CO2 may reduce in short term but see 1 above. No mention made of CO2 output from the construction.

5. What is the point of designating SSSIs, if you then drive a motorway through them? It is time wildlife and green spaces were afforded proper protection.

6. Suggesting a new motorway will promote walking and cycling is utter greenwash.

7. I find suggestions that the motorway is needed because of some peoples driving behaviour or inability to organise repairs properly on existing road, poor arguments.

8. No mention of cost, or where the money is coming from, presumed debt to our children?

I conclude it will be much better to revisit Bryn Glas tunnel wilderness, or smaller scale improvements on A48 southern distribution. This coupled with decent investment in public transport infrastructure will in my opinion be a much better option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

IF the money is available spend it on public transport, cut car long journeys, spend it ELSEWHERE.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
How building motorways has any impact on equality is beyond me, perhaps we should ask the herons or voles etc?

**Q9. Additional comments**

Please provide any additional comments here.  
Please DO NOT build this.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it will work very well, although the position of the roundabout to the south of Newport will be important to the industrial areas.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will cause too much disruption to residents and businesses.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Even worse than option 2.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will only make things worse as traffic is expected to grow

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I think everything that could be considered has been thought of. Well written.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As 5 above.

**Q7. Health Impact Assessment**

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

Using the Black Route will reduce the impact compared to the purple and red.

**Q9. Additional comments**

Please provide any additional comments here.  
This must be built.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I fully support the Black Route plan. The creation of a new 3 lane motorway will considerably improve the traffic flow through Newport, which is becoming almost unusable at peak times.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no point in creating another dual carriageway as it will simply not be able to cope and will not encourage traffic off of the existing M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I would support the purple route for the same reasons as the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is simply NOT an option. The existing M4 through Newport is surely the most dangerous stretch of motorway in the country with its hills, bends, 2 lane tunnel, short slip roads etc and something must be done to improve this.

**Q9. Additional comments**

Please provide any additional comments here.

Black or purple no other option is worth considering.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Favoured route. Should address problems and achieve goals. An essential project.
- Will greatly alleviate present congestion problems at the Brynglas tunnels especially at weekends and rush hours.
- Careful consideration should be given to unrestricted access from Magor/Undy/Rogiet (B4245).
- In particular, it would be positive for unlimited access to M48 from a new junction near Rogiet, where B4245/M48 are closely adjacent.
- This is also close to Seven Tunnel Junction railway station and opens up possibilities for Park and Ride.
- Careful consideration is needed for local farmers who live on one side of the proposed route, in Llandenny, and farm fields on the other side.
- Similarly, access from Llandenny, via Bovecroft Common to Magor should be facilitated.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Least favoured. Short term and not addressing long term problems.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

2nd favoured option. Black route appears more direct and practical.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Under no circumstances should you adopt this approach. Problems and difficulties will clearly become worse if no action is taken to create a new M4 around Newport.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Main concern surround the section in and around Magor. How will you minimize disruption to the existing residents. What do the works entail in terms of major disruptions affecting the B4245. What and for how long will the B4245 be affected in terms of acces to the existing M4 Junction @ 23A.

**Q7. Health Impact Assessment**

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

How will dust/noise pollution be managed during the works. In particularly around the Magor area. What restrictions will be placed upon construction traffic around existing areas such as Magor.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route and complementary measures appear to both address problems and achieve the goals for the M4 corridor. This appears to be the best option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route seems an unsatisfactory option - the timescale could be long, the route itself may not be very practicable due to the sites crossed.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route (like the Red Route option) does not appear satisfactory from a timescale, development sites etc. impact and extra effects of a 3 lane motorway in these sensitive areas.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Do Minimum scenario does not appear to significantly address the problems currently experienced.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comment.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will completely address the problems and achieve the goals of the M4 corridor around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A poor alternative as it would not be of motorway standard so would not fully achieve the goals of the M4 corridor around Newport.

This route would be more disruptive during construction and afterwards as it runs near Duffryn Housing & School.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although of motorway standard so achieving the transport goal of the M4 corridor around Newport, the route would be more disruptive during construction and afterwards as it runs near Duffryn Housing & School.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not acceptable as currently the delays at peak times on the M4 between junctions 24 and 28 are excessive.

Organisation:

Postcode: NP10

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This appears to be the best option with a junction for the docks/A48 SDR. M4 J29 - J23A becoming a trunk road with existing junction to A468/A4042/A449.

Organisation:

Postcode: CH7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is better public transport, bus & rail, which will solve the problem, not more tarmac and concrete. That 'solution' adds to the environmental and health damage already existing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A waste of effort

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Too prescriptive!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Inadequate

**Q7. Health Impact Assessment**

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

Unconvincing

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Uncertain

**Q9. Additional comments**

Please provide any additional comments here.

1. See answer to Q1
2. Upgrade the A48/Southern Distribution Road
3. Extend the S. E. Wales Metro System

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel this route is the best of the three proposed as it is the furthest from Duffryn housing estate and surrounding new developments. I feel however that it could still be moved further away than planned as there is an abundance of disused land to the south of the proposed route.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not feel this route is a viable option as it is far too close to homes and Duffryn High School. The negative impact on house prices and quality of life for residents surely outweigh the benefits of this proposed route.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is marginally better than the red route however still feel it is too close to housing developments and would impact on house prices and quality of life. Out of the three proposed routes the black route would be my preferred option.

***Q9. Additional comments***

Please provide any additional comments here.

From speaking to Government officials at the exhibition I am surprised that compulsory purchase orders are not being considered, especially if the red route is proposed and adopted. Will this be reconsidered?

Organisation:

Postcode: NP23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I regularly use the M4 corridor for commuting and leisure and yes I do get stuck in traffic occasionally however no where near as much as the A470 - but that's another story.

I feel really strongly about your decision to build a new M4 because I feel every part of green land in this area is being built on.

You say it will encourage people to visit South Wales - but you are destroying the areas of beauty they would travel to see!

I have got to the point where my husband and I are seriously contemplating leaving S Wales and indeed this country. We work very hard (I'm a head of faculty in a secondary school) and my husband is a biomedical scientist and we pay an enormous amount of tax between us.

I feel the way money is spent is not appropriate e.g the pot holes in the current roads are horrendous and the way we like to de-stress from our busy lives is being destroyed e.g the wetlands. This does not even take into consideration the impact it will have on habitats. I urge you to think very carefully before making this huge mistake!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per usual this highlights human greed - we will do anything (kill anything) to get somewhere 5 minutes faster!

Spend the money on more police patrols - you said yourself at the Magor meeting - the main cause of congestion is accidents - mostly caused by idiots on the roads - pull them over and fine them instantly! They will soon slow down / drive sensibly!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A vast amount of money has been spent on the Newport wetlands to make sure the hundreds of species of birds have an extensive habitat. Not to mention all of the other animals, insects, flowers etc.

Now, which ever plan goes through this will be destroyed in some way and have a huge impact!

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan (black route) seems to address all the main issues & goals of the M4 corridor around Newport and needs to be proceeded with as quickly as practically possible.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is not a practical alternative to the black route as it doesn't address all the issues involved & would be likely to soon become overloaded.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route is a reasonable alternative to the black route but appears to be more expensive & is not upon a protected line. It seems to have no particular merit over the draft plan route

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do the minimum scenario' is, in my opinion, a waste of time & would achieve very little, if any, benefit.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The draft plan appears to address the likely environmental issues & minimises the effect of the proposals on the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The draft plan appears to have a minimum effect on the wildlife habitats possibly affected.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
The reduction of stationary traffic is bound to improve the air pollution aspect currently experienced by the present M4

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
It is difficult to see any impact of the draft plan on equality issues!

**Q9. Additional comments**

Please provide any additional comments here.

My final comment is that the draft plan (black route) proposals should be pursued as rapidly as is feasible as for too long, Wales, & Newport in particular has suffered with the lack of capacity of the present motorway & the very large number of junctions that it has.

**Non fitting comments**

Non-fitting data

One final comment is that as & when the present M4 is downgraded to an A class road, the connection (junction) to Caerleon should be reinstated because to get out the (M4 motorway) (Class A road when improved) to travel west is a torturous process from Caerleon.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ideally, I would prefer that nothing was done. However, if I had to choose, it would be the black route. This route would follow the most southerly from the railway line at St. Brides/ Dyffryn.

I live very close to the railway bridge at St. Brides.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I 100% oppose the red route.

It would be too near my house.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similarly, I 100% oppose the purple route for the same reason as Question 2.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would be my favoured option.

However, as I said previously, if I have to choose it would be the black route. If work has to be done this would solve more problems than the other two.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Consideration of the environment is in my view, a top priority. We need to respect the balance that nature needs. Any roadworks should encompass this.

Consideration, relocation and financial support to relocate wildlife and habitats should be top of the list.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It appears from the consultation document that little information on the HRA is available! So I cannot comment.

Online access is difficult for me at present. A summary of the main HRA points should have been included in the printed document if public views are sought.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Unable to comment.

See question 6.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Unable to comment.

See question 6

**Q9. Additional comments**

Please provide any additional comments here.

I repeat that if a new road scheme goes ahead, my preferred option is the black route.

I would oppose either of the other options

**Non fitting comments**

Non-fitting data

The overall map did not correctly and clearly show the position of Dyffryn high school.

This is important to know for all people who live in, or near, this area.

Similarly I feel that the areas of Dyffryn, Coedkernew and any others that would be affected, should have been shown clearly, to show residential areas properly.

A separate, larger scale, map of these residential areas could, and should have been incorporated into the consultation document.

This would have been a fairer, more transparent approach.

Organisation:

Postcode:

**Q9. Additional comments**

Please provide any additional comments here.  
See see attached email.

(Editors note: Please refer to additional notes section for email attachment)

### **Non fitting comments**

Non-fitting data

Please see the copy of my email - 02 Nov 2013 attached.

(Editors note: text from email)

I recently attended one of the Draft Plan Consultations and I needed to raise some important concerns over what was a very one sided professional presentation? I needed to respond via email as the Response Form appeared to only want answers to pre-selected questions?

The staff whom were in attendance appeared unable to answer or discuss any of my questions below? Where do I need to visit in order to see the results of any studies that may relate to my questions below? The cheaper alternatives have to be seen to have been considered and or implemented before we commit to paying out a staggering amount of public money which, as all projects the costs will probably double?

1. There was no evidence of any information regarding the study/proposal to widen the Brynglas Tunnels and to upgrade the River Usk M4 bridges? (see note 1)

2. There was no evidence of any information regarding the effects of the wider road infrastructure due to the new A465 and A4810 roads?  
(see note2)

3. The management of the current M4-J24 to M4-J29 sections is only partially managed hence has never been fully operational. Why has this option not been tried? (see note 3)

4. There was no evidence of any findings in regard to the effects of opening new railway lines, stations and infrastructure?  
Elsewhere in Britain they are making improvements to their rail system (HS2) Why has this not been considered? (Note 4)

5. There was no evidence of any studies of the effects of the reduction in heavy industry and the increase in telephone working?  
(see note 5&6)?

6. Larger Shipping and container ports are on the increase. What effect may this have (see note 5&6)?

I contend that had the Consultation fairly present any findings of the related studies (if any) then only then would the truly balanced information needed to arrive at the correct decision before spending this vast amount of money which historically will escalate (not including the operational costs).

It would be wrong of any one body to support something where they have not exhausted all options and when they do not appear to possess all of the facts.

Yours faithfully

L N Cronin  
CEng  
Engineer Surveyor

Notes:

(1) Construction techniques have made great advances since the 1960s with, for example, the introduction of

Tunnel Boring Machines. Where are the results of any studies and costs of the various options for temporary and permanent works involved in the option of widening the tunnels and upgrading the R.Usk M4 bridges?

(2) The A465 Heads of the Valley road that handles a considerable amount of Midlands traffic is nearly the completion of its upgrade. What effect will this have on the wider South Wales traffic volumes and the coastal economy? The presentation staff were not aware that the A4810 Llanwern steelworks road had opened? This is albeit an alternative route in the event of a M4 outage?

(3) The Newport area M4 has never been fully managed despite having the larger part of the provision in place. Whilst a few general vision cameras and matrix information signage exist, there are no variable speed limit enforcement cameras on any of the overhead gantries. 10 years ago during the M4 widening works there were Average Speed Cameras in operation which restricted traffic to 50mph. Studies during that period ASC showed that there was a significant reduction in road accidents. The introduction of the Variable Speed Limits (VSL) anecdotally had reported fewer traffic incidents. Sections of the M42 & M25 where enforcement of the VSL are in place are reportedly most beneficial. Why are the VS limits not enforced. If these cheaper options were applied to the M4 then it could be said that the studies were fully conclusive and the data was gathered by using factual evidence. What would be the effects of shutting off certain M4 junctions at peak times?

(4) The Ebbw Vale to Cardiff (and eventually the Newport branch?) has taken significant traffic off the roads. There are new stations planned and about to enter the construction phase. What is the likely impact of this infrastructure and the fact that its provision will remove cars off the roads?

(5&6) What will be the likely effect of changing business models in relation to transported goods and the way people work? Will the Severn Barrage and its road go ahead in years to come?

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am in favour of the black route which should address the problems on the present section of the M4 at Newport.

However, I would also like to see a direct motorway link from the black route to Cardiff Bay. This would therefore provide a fast alternative route between the seven bridges and J33 should the M4 be closed by an accident.

It would also gently enhance access between the seven bridge and penarth/ Cardiff city centre.

**Q9. Additional comments**

Please provide any additional comments here.

Please see 3 attached sheets.

It would be prudent to design new M4 to allow for any future rail developments (See orange & brown lines on map) that might serve a seven side airport.

It would also be wise to design so that a direct link to Cardiff Bay (following the railway) could be easily inserted at a lower date. (See green dashed line on my map).

(Editors note: see attached email on additional notes section)

## ***Non fitting comments***

Non-fitting data

(Editors Note: See text from email)

I am very pleased that the Welsh Government are at long last taking steps to build a new motorway south of Newport. However, I am concerned that suggestion has been made that the Severn Crossing Tolls will be retained in order to finance the scheme. Being as road users already pay high petrol and road duties and that such tolls make south Wales less attractive for business, I think that the whole M4 / M48 should be toll free.

Suggestion has been made that the present M4 around Newport might be downgraded to the status of being a trunk road. Surely, such a downgrade is not a good idea as full motorway status must be preserved in order that it is a viable alternative route in the event that the new motorway is closed. Furthermore, the present north Newport route will continue to be the fastest route between south Wales and the Midlands via the A449 > A40 & M50. (It is regrettable that the M50 did not extend all the way to Newport with no roundabouts at Monmouth). However, I do think that consideration should be given to re-opening a direct link to Caerleon. (Caerleon could also do with the re-opening of the railway station which could be served by a stopping service on the Marches line).

Consideration should also be given to building a motorway alongside the main railway from the new M4 (south of Tredegar Park) direct to the A4232 extension (Cardiff Eastern Bay Link). Thus, we would have a direct link from the Severn Bridge to Cardiff Bay /city centre/ Penarth which would relieve Eastern Avenue (A48) and Newport Road. As things stand, these routes will not be relieved and the Llanedeyrn interchange will be unable to cope when (if) the Eastern Bay Link is built. (It can hardly cope now). Such a new road would also mean that cost could be saved by not doubling up the Rumney flyover. Another advantage is that if the the present M4 is blocked anywhere between the Severn Bridge and J33 (Cardiff West), then we would have a continuous dual highway alternative route running to the south. Long distance coaches would also have fast access to a new bus/coach station on the south side of Cardiff Central without the need to traverse congested city streets such as Newport Road, North Road & Ninian Park Road.

It is likely that Network Rail will be replacing the minor road railway bridges over the main line between Cardiff & Newport prior to electrification. If a new motorway was planned now to run alongside the railway, then these bridges could be designed to cross both the railway and new road. This would save costs compared to having the bridges extended to cross such a road in the future. Furthermore, a new railway station is likely on the relief lines at St.Mellons. Such a new road would facilitate access to St.Mellons station as well as to the Cardiff east freightliner terminal.

Although not part of the south Newport M4 scheme, I would also like to mention that J33 (Cardiff West) is not fit for purpose. Clearly what is needed at this junction are loops / flyovers linking the M4 with the A4232 as this is a strategic regional junction. In fact, the A4232 is carrying motorway volumes of traffic. What seems to be planned is another Coryton (J32) with business parks and a bigger roundabout with traffic lights. Unbelievably, this is all at the behest of the Welsh Government who refuse to look at the wider region for development and insist that Cardiff just gets bigger and bigger. Development land does exist in south east Cardiff in the area that would be served by Eastern Bay Link as well as my proposed route alongside the railway. Cardiff Council also desire to see the development of office blocks around the Central Station. This is an excellent location for such activity being as it has excellent rail links all over south Wales.

A proposal has been made to the Davis Commission regarding Airport provision to build a new airport on the Caldicot Levels to replace both Cardiff and Bristol Airports. A new motorway south of Newport would be well placed to serve such an airport. In fact it would certainly be easier and faster

to reach from BOTH Cardiff & Bristol than the present airports at Rhoose and Lulsgate. In view of the controversy and cost surrounding HS2, it seems highly unlikely that any high speed rail line will be built to replace the present Great Western Main Line. So, I think we can forget any notion that 200mph trains are going to take people from Rhoose to London! A new airport on the Caldicot levels would probably be just as quick to reach from London using the new 140mph Hitachi trains on the present GWML as expansion at Rhoose requiring a new line for 200 mph trains.

The Welsh Government should seriously back the building of a new airport on the Gwent Levels as this location is ideal both for road links but also for rail links not only to Cardiff and Bristol but also the wider region including Swansea & SW Wales, Cwmbran & valleys, Hereford, Bath & west Wiltshire, Chepstow, Lydney, Gloucester & Cheltenham, Somerset and the south-west. The railways are well placed to serve such an airport. Consideration should therefore be given to building a direct line linking Undy with the straight section to Cardiff south of Tredegar Park and thus by-passing central Newport. A new station in a new airport terminal could be the first stop for the express trams running east from Cardiff. This station could have services linking it with Newport centre and then the eastern valleys. In planning a new M4 south of Newport, I therefore think you should also consider, in collaboration with Network Rail, a new rail route in this area as well.

(Editors Note: See PDF provided separately. Not entered - ....)

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Although I am now retired, I used this section of the M4 almost daily (weekday) for over 30 years - hence my interest.

I strongly believe that the draft plan offers the best solution to the problems.

We should take the government's offer & proceed asap. If we don't other areas in the UK & elsewhere will progress & further jobs and opportunities in South Wales will be lost.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This lacks the potential benefit of transferring the motorway status to the new road.

As I see it there would also be more disruption to Newport centre & it doesn't need it!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This ranks as no 2 in my list of options - in that it moves the motorway.

In the detailed planning it may be effective but Newport has historically benefited from radical approaches & should do so again.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do hope that this is not the outcome. This may be the 'easy' option both in terms of argument & financial constraints in short term.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think it may aid people aiming for the M5 however the level of traffic using the existing motorway will rise because people avoid it at the moment because of the queues.

Many people that use the M4 at rush hour are people that get on and off the M4 within the trouble area making the new plans not helpful for these people.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In the past the over routes have been ruled out due to costs I suspect nothing has changed.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same as above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If alternative routes were made to flow more freely (eg less traffic lights) many would use these instead of the M4 to travel in and around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Environmental assessment usual provide the answer that one wanted if the questions are asked correctly.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The black route will be the worst as it spends more time within the countryside areas where as going through built up areas (where it already is) will cause less damage to nature.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is my preferred option. I cannot understand why the other options are even considered.

The draft plan is not positive enough as the black route!

No mention is made of the previous proposal which ran further to the South, why?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A dual 2 lane road would not provide long term alleviation.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route runs too close to existing proposed development.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will never fully alleviate the problems associated with the free flow of traffic in the M4 corridor.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I consider the black route would improve the environment around Newport, particularly air quality and noise.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The black route only affects 1.5% of the SSI Gwent levels.

Therefore insignificant and the colour should be yellow!

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No impact.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Irrelevant!

**Q9. Additional comments**

Please provide any additional comments here.  
Be more positive!

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- 1) No negative problems to be mentioned
- 2) All aspects of nature protection must be considered.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black route more sensible

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Black route more practical

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

All nature reserves and SSSI should be a main factor in the plans.

**Q9. Additional comments**

Please provide any additional comments here.

As we do not live in the 'impact area' our only concern was for the 'levels' nature reserve and how it would be harmed. The plans show no impact so we are happy for the plans to go ahead.

The 'map' of the route could have been more OS so one could see the exact area of development.

Organisation:

Postcode: NP26

### ***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I live in Magor and as a result will be affected by the proposed M4 development. Every route, black, red or purple will have an adverse affect on the village in terms of noise, pollution, destruction of even more green areas and as I understand the demolition of Magor vicarage. (We also have a proposed (large) housing development in Vinegar Hill just in case our quality of life wasn't ruined enough. This is totally unacceptable.

Every comment on each proposed route will be similar because they all go to Magor - Why?

Building more roads does not resolve traffic problems, it just moves it somewhere else, the new road itself fills with traffic. Just look at the M25!

This is just a badly thought out quick fix which will devastate the countryside (it's always an easy target) and Gwent levels dressed - up for economic gains.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't support the red route either. I can only assume that everyone who supports this dreadful concrete proposal does not live in its path or near it.

Hardly any consideration in your report mentions the lives and communities whos life will be blighted forever by this.

If anything has an adverse effect on the economic success of South Wales, surely it's the ridiculous cost of the severn bridge tolls which go up annually - what's being done about that!

I lot of the argument in favour of this motorway has been because of several accidents that have caused delays. That is not a good enough reason to build a new 14 motorway, maybe looking at the careless way people drive might make some difference.

A new motorway will benefit who exactly? Increased noise, pollution and as is normal with all roads in the UK thousands of foreign registered cars and trucks who don't pay a penny to use our roads expect the odd bridge toll here and there!

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

How much will local taxes go up to pay for something I don't want?

Why not build a new railway station in Magor instead, a fraction of the cost?

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No new M4

Relief road,

Don't want it.

Don't need it!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

**Q9. Additional comments**

Please provide any additional comments here.

Public transport improvements including rail services plus upgrading A48/ South distributor road

Organisation:

Postcode: CF14

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

New motorway on the Gwent Levels

We are totally opposed to the proposal for a new motorway across the Sites of Special Scientific Interest on the Gwent Levels.

The Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal floodplain, grazing marsh and home to scarce plants and wildlife, in addition to their unique 'reens' or drainage ditches, which provide a home to many invertebrates and small plants.

The motorway would cut the levels in half and create a lethal barrier for wildlife. The path of the motorway would run directly through a number of protected areas causing major irreversible damage to the wildlife and fragile wetlands. The cost of the road would be astronomical - over £1 billion, and not operational until 2031. The traffic modelling has been based on out of date data and incorrect assumptions. The Welsh Government's own traffic figures show that the M4 traffic volume has now stabilised, and there is no robust evidence to support a significant rise in the future.

We believe that the Government should look at sustainable alternatives, which are cheaper and could be implemented in the next few years. The most recent traffic and population data available and the full environmental value of the Levels must be taken into account.

Organisation:

Postcode: LL49

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

I cannot believe the information I have received about a proposed motorway cutting through several SSSIs on the Gwent Levels. What is the point of designating these wonderful natural areas then ignoring the designation, fragmenting the habitat and providing a lethal barrier for any wildlife which tries to cross from one section to another? Surely it is illegal to destroy these conservation areas.

The cost of this sounds astronomical, and by the time it is completed it will probably no longer be required. It seems that as soon as a new road is built it becomes clogged with traffic and does not reduce the congestion it was expected to relieve. I feel we should be trying to coax people out of their cars on to public transport - could the funds for this motorway be re-routed to buses and trains to improve their schedules?

Please think again about this proposal, and find a more acceptable alternative.

Organisation:

Postcode: LD3

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

Freepost M4 Consultation

I am writing to you on behalf of myself, my father and my deceased mother Meg Stevens who was a well-known painter of wildlife landscapes in our area. I want to express how appalled I am at the proposal to run a motorway across the Gwent Levels.

You cannot seriously think that it will not have a devastating effect on the wildlife of the Levels. I have often looked out at them from the train and thought what a blessing it is that we still have such areas, and admired the beauty of them.

I weep, as my mother would have done to think of the loss, especially thinking that it contains the smallest flowering plant in the world. The plan would slice through five SSSIs which would be lethal for the wildlife. It would change the way that water movement happens that allows for the rare and special diversity. What about the shrill carder bee (one of our rarest)? What about woffia and frogbit and arrowhead? What about the lapwings, the otters and the water voles?

What have we come to as a nation if we cannot recognise our precious heritage?

It is obvious it would open the door to future development and I endorse every single point that the Campaign Against the Levels Motorway is making.

Instead the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the levels to the wildlife and the people of Wales.

Organisation:

Postcode: LL33

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

I am writing about the projected new motorway across the Gwent levels, and asking that you look urgently at alternative routing. The presently proposed route will be hugely costly both in terms of its environmental impact with the destruction of 5 SSSI's, and also to the public purse. It also appears that there is evidence currently that M4 traffic volume has stabilised and is less now than in 2007.

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Re: M4 Relief Road south of Newport

I am writing to comment on the revised proposals for the "Levels Motorway" or M4 Relief Road. I am still unconvinced that such a big and expensive construction project is necessary or value for money. It would have a negative effect on the local environment and the Sites of Special Scientific Interest nearby. As a local resident for the past six years, I am aware of the severe disruption caused when there is an accident in the vicinity of the Brynglas tunnels. However, such events are comparatively rare, occurring perhaps a dozen or so times in an average year.

Before a final decision is made it would be wise to see how much the new access road past the steelworks (A 4018) helps when the M4 is disrupted. At present it is not signposted to Newport from junction 23A. If the gantry signs on the motorway could advise traffic to use this route under such circumstances, this road plus the SDR could make a big difference. There may be more of a case for a new river crossing and a link westwards to Castleton but not, I would suggest, for the proposed motorway south of the steelworks and on to junction 23A.

The construction of a massive new junction at Magor would have an unacceptable effect on the communities of Magor and Undy, impacting particularly on the housing areas on their northern fringes, where proposals for nearly 500 new homes are currently being considered by Monmouthshire Council.

Relatively inexpensive improvements to the A48 between Chepstow and Newport, perhaps including a by-pass for Langstone, and better signposting of this as an alternative route, would yield the necessary increase in capacity in a far more cost-effective way. Improvements to public transport such as more financial support for bus services and reopened railway stations at Magor, Llanwern and Marshfield might well reduce the volume of traffic on the M4. The capacity for carrying freight by rail is under-used at present and more effort should be made to take heavy goods traffic off the motorway.

I trust that these alternatives will be given more serious consideration than they apparently have so far. They would be cheaper, less environmentally damaging and go a long way to deal with the perceived problems of the M4 around Newport. The pro-road lobby is making a lot of noise and doubtless has powerful financial backers but it should not be allowed to bulldoze their plan through, against the wishes of local residents and conservationists. Once the damage has been done it will be too late !

Organisation:

Postcode: LL40

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Gwent Levels Motorway

We are writing to oppose the plans for a new motorway across the Gwent Levels.

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh. They are home to scarce plants and wildlife, and are special for their unique "reen" drainage ditches which provide a home to many invertebrates and small plants. The proposed motorway would cause major irreversible damage to the wildlife of the Gwent Levels since it will run through a number of protected areas including five SSSI's.

Also damage caused by the new road would not be limited to the direct loss of habitat where the road is being constructed. The new road would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. There is also the possibility that the new road could make the land between it and Newport vulnerable to further development.

We understand the proposed new road will not be fully operational until 2031 and is estimated to cost over £1 billion. Surely, more sustainable and cheaper alternatives could be implemented in the next few years.

The Welsh Government's own traffic figures show that the M4 traffic volume peaked in 2007, before falling to their present stable level.

The Government must look at sustainable alternatives, taking account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: CR7

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

I am writing this letter in great sadness as I have just found out about your plans to build a motorway across the Gwent Levels. I'm not going to waste my time pointing out all the arguments against the idea, you'll know these already. I just can't believe that you'd even contemplate doing this. What hope do we have for our planet with people like you in authority.

Organisation:

Postcode: CF83

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

The Gwent Levels

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife and are special for their unique "reens", special drainage ditches which provide a home to many invertebrates and small plants.

The motorway would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including five SSSI's)

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

The cost of the new road would be astronomical - over £1billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

The traffic modelling which has been carried out in relation to the new motorway has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Proposed M4 Relief Road, Gwent Levels

I wish to register opposition to this project for the following reasons:

1. The Gwent Levels has extremely important wildlife populations, both faunal and floral. This has been recognised for a long time by the creation of a number of Sites of Scientific Importance (SSSI). The whole area of the Levels is important and has been identified as a Futurescape (RSPB) and a Living landscape (Wildlife Trust) - a concept now being developed in the UK to integrate the environment and the economy in a realistic manner.
2. Is there a need for a new motorway? The cost would be very high at a time of austerity. The present UK Government is obsessed with infrastructure - witness the absurd HS2 railway proposal. In a world with an increasing population, greater pressure on resources and a technological revolution plus major environmental challenges, there may be a decline in motor vehicle use. No one knows. Some forecasts for 'growth' may be more akin to astrology and certainly not science.
3. Will there be an increase in flood risk as a result of this construction, particularly as we are expecting a level rise?  
The Severn Estuary experienced a Tsunami in the past. There will undoubtedly be pollution which will increase both waterborne and airborne.
4. There must be sustainable alternatives. How accurate is the data base used to justify this project? A study of portable demographic trends needs to be carried out.
5. What is the role of Natural Resources Wales? Has it a sufficient degree of independence from political control to express a balanced, scientific opinion?
6. If this proposed project is to be continued by government (Wales/UK) then a public inquiry should be set up.
7. In conclusion, it may someday be realised by short-termist politicians that ultimately the Economy is dependent on the Environment. This project would be in major conflict with the Environment and should be dropped by Government (Wales/UK)

Organisation:

Postcode: SA44

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

I am appalled that the Welsh Government is considering building a new section of motorway which would plough through the very special protected area of the Gwent Levels.

Is this a result of ignorance of the very special habitats and ecosystems within the Levels?

Or is it arrogance that allows people to ignore the importance of protecting these areas as indicated by the SSSI label applied to this area ?

The destruction of this area would be devastating to the wild life. It would be impossible to recreate the ecological environment that we are so lucky to have in that part of Wales, and in addition to the road itself, further horrendous irreversible spinoff damage to the wildlife will result from alterations that will inevitably occur as a result of the changes in the delicate balance of water movement in this wetlands area, in addition to the inevitable increase in road kills.

Surely we should safeguard areas like this for our children's future, or they will they never know the beauty of the abundance of rich wild life that is found here in Wales, because some of our politicians attach too much importance to what has been elsewhere reported to be out of date data, which appears to over estimate the current and future traffic volumes in this area, or is it perhaps that we are simply attaching too much importance to shortening the journey time to London, and not enough to protecting our wonderful but vulnerable environment?

Please opt for protecting the environment of this wonderful country of Wales by dropping the plan to build a new section of motorway through the Gwent levels.

Organisation:

Postcode: SA33

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Subject: M4 Consultation

**M4 CONSULTATION**

We have received a letter from the RSPB regarding the proposed new motorway through the Gwent Levels, Firstly we are totally against this project and as the RSPB letter gives many of the reasons we oppose this I include this as part of my submission.

'We can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent (Levels with your support. Please urge the Welsh Government to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels.

Importance of the site for wildlife and plants.

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

The motorway would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including five SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project

The cost of the new road would be astronomical — over £1 billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels

The traffic modelling which has been carried out in relation to the new motorway has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.'

What is the point of having SSSI's when they can be overturned by a scheme that is ill informed and from a traffic perspective, very suspect.

We run a small hill farm in West Wales and know the difficulties of trying to help wildlife - We have persevered for 20 years to encourage Skylarks on our land and from a couple of birds we now see flocks of over 50. We also know how quickly these birds would disappear without our careful environmentally friendly farming. The Gwent Levels could be equally destroyed with the disturbance a new road scheme would create and never recover.

We urge you to look at this proposal in a rounded way not what would be a simple solution to a questionable road scheme.



Organisation:

Postcode: NP15

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

Re: Gwent Levels Motorway

I understand that the Welsh Government is proposing to build a stretch of motorway south of Newport to ease occasional traffic congestion around Newport. I object to these proposals because:

- 1) The Gwent Levels is an area of national importance for wildlife. They are the target and most important coastal and flood plain grazing marsh in Wales and home to scarce plants and wildlife. They are special for their unique 'reens' and drainage ditches, which provide a home to many invertebrates and small plants.
- 2) The motorway would cause major irreversible damage to the wildlife of the Gwent Levels and would run through a number of protected areas that are nationally important including five SSSIs.
- 3) Damage caused would not be limited to the direct loss of habitat where the road is constructed. The new motorway would cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased pollution from locally higher traffic volumes would dramatically effect these fragile wetlands. Furthermore, building a road through this beautiful area would make the land between it and Newport vulnerable to further development.
- 4) The estimated cost of the new motorway would be over £1,000,000,000 and the new road would not be operational until 2013. More sustainable and cheaper alternatives could be implemented in the new few years and would probably be more effective!
- 5) The traffic modelling in relation to the proposed motorway has been based on out of date data and assumptions which I believe are incorrect. The Welsh Government's own traffic figures show that M4 traffic volumes, having fallen since 2007, are now stabilised with no robust evidence to support a significant future rise.
- 6) Instead the Government must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the people and wildlife of Wales and look to sustainable alternatives.

For the above reasons I believe the current motorway proposals are misguided and tantamount to using a sledge hammer to crack a nut.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: All the endless talking and consultations

Dear Sir / Madam,

When is all this endless discussion and meetings going to end? You have known what the route is going to be,- a couple of years ago,- there is no alternative! In Newport,--everything is 'vision', (we hear about it all the time ),-- vision,--and "No Action". Successive Labour Councils in Newport,--have ruined the place,and now

nobody wants to come here! (There was no need to move the Passport Office,--and now people can't

find it!) People can't find Marks & Spencer now,--are there buses going there? (I have not been to it ,since it was moved!) So when are the contracts going to be sent out ,on this project? Are they drawn up yet? And,before we get bogged down with enviromental issues,--forget the ducks and the wading birds,-- people are more important,(one fatal car-crash is worth more than a few ducks!).

The birds will fly somewhere else. I know money is tight,--but at least start off with what you've got. (All the councillors expenses will make a start ). Once started,--people (and firms),will take an interest,--so for heavens sake ,start doing something,- action is the keyword!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: We oppose to the upgrading of the M4 through the gwent

I oppose the upgrading of the M4 - this would be a real threat to the beautiful gwent levels and would destroy our beautiful nature.

It is your responsibility to protect and safeguard these areas and not to further destroy them.

Furthermore the cost of a potential new motorway would be astronomical - over £1billion and it wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years - really we don't need a new motorway, we need better and cheaper alternatives of transport in the area. The cost of buses and trains is astronomical, why not investing in alternative and more cost effective ways of running them instead? More people would use them if they could afford them!

I will oppose this and I am willing to collect as many signatures as possible to start a petition against this plan as it is absurd and it will only destroy yet again another area of natural beauty, an area that many people enjoy visiting and it attracts a lot of tourism in the area because it is green.

None wants to see more motorways, we will not support this as residents. I urge you to reconsider your plans.

I look forward to your reply and update on this, which will be shared with the local community and the media if needs be.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Upgrading the M4

The Gwent Levels, which stretch from East Cardiff to Chepstow, are home to an astonishing array of special birds and other wildlife including lapwings, otters, water voles and one of the UK's rarest bumblebees, the shrill carder bee. The area also hosts a number of specialist plants including frogbit, arrowhead and wolffia - the smallest flowering plant in the world and I believe the Welsh Government's draft plan to build a new seven-mile stretch of motorway through the Gwent Levels contradicts the Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat.

The area is of national importance for wildlife and the Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens", special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife. Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

The cost of the new motorway could be astronomical whereas more sustainable and cheaper alternatives should be implemented by the Government.

I urge you to reconsider this decision.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Propsed new section of M4

I urge you to please stop the plan to build a new section of the M4 Gwent levels. This is an area of Special Scientific Interest and would have a devastating and irreversible effect upon the local wildlife and environment. Please stop this madness.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Proposed M4 upgrading/destruction of the Gwent Levels

I learned with amazement that there is a proposal to cause irreparable damage to five nationally important sites for wildlife (SSSIs) and to destroy the important Gwent Levels. The proposed new road seems to cut the area in half and prevent wildlife from moving from one section to the other - with fatal consequences. A further consequence would be that there would be no water movement between the two sides - a recipe for disaster for the fragile wetlands, the number of which has dwindled in the last forty years. The construction of any new road in the area would inevitably increase the amount of pollution not to mention a direct loss of valuable habitat.

Surely the National Assembly cannot be really serious in its intentions?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Please call off building the Gwent Levels Motorway

I am writing to you to ask if you will drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels?

The three proposed road options would all cause major irreversible damage to the wildlife of the Gwent Levels. Damage caused by a new road would not be limited to the direct loss of habitat. It would fragment habitats and create a lethal barrier to wildlife.

Constructing a new road would create water movement problems between the two sides of the road and increased pollution from traffic runoff would dramatically affect a large area. What's more, constructing a new road would leave this beautiful area more vulnerable to further development.

Out of consideration for the wildlife that inhabits this area I urge you to please re-think your plans to build a new motorway across the Gwent Levels.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

I am writing to you in the hope that you will add your voice of opposition to the proposed new motorway across the sites of special scientific interest on the Gwent levels.

I strongly oppose this new motorway and I think the proposal should be dropped.

You cannot go on damaging, often irrevocably our native species. I don't want this area of SSSI lost or damaged or disappear.

I hope you can see the enviromental value of the Gwent levels to the wildlife and people of Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Obliteration of Welsh treasure

I am writing to express my deep concern and misgivings about the Welsh government's draft proposal for the construction of a motorway through the Gwent levels.

This area is an irreplaceable treasure trove that many species of wildlife, flora and birds cannot survive without. It is an oasis that exhausted migrant birds have relied on for millennia. Don't permit even more of our pleasant green landscape to be lost forever under concrete and tarmac. What will our descendants think of us?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: New motorway over Gwent levels.

I have been asked by the RSPB as a member to add my voice to their concerns over the proposed new motorway through the Gwent levels.

My view is that concern is an understatement, I travel that part of the M4 regularly at least two or three times a week, all times of day and have never ever been held up by congestion. A new motorway is completely unnecessary, a total waste of money and resources and would devastate an irreplaceable habitat.

Please, please look at this proposal again.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 upgrade

To endanger the SSSI's would be a complete travesty of progress. This area is so special for its flora and fauna which would be seriously damaged, not necessarily by the road when completed but by the upheaval of having construction traffic going backwards and forwards.

There must be other ways to do this without affecting the levels.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 relief road

this is just to register my objection to any motorway that cuts through the SSSIs on the Gwent Levels.

On a totally selfish level I would despair at the disruption of yet another semi-wild area: is nothing sacred? Also on a selfish level I would benefit from this new motorway not one little bit. My respect would always be for a governing body that appreciates that wild areas are a rare commodity in our over-populated carved up little land, and that their value, as they are, far exceeds any that we might impose on it in the form of faster transport.

I understand the need for good transport infrastructure, but 'good' can take many forms, and I believe governing bodies have become obsessed with grand short term projects, funded dubiously to create an economy boost based on nothing substantial. When the dust has settled another SSSI has been ruined and we may have slightly alleviated a traffic problem that occurs hardly at all - and then there are the business parks that arrive, to replace the business parks that have become neglected and fail. Maybe this is a negative way of looking at it, but it's what usually happens.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 Newport

Is spending £1 billion and destroying more natural habitat in order to 'sweep under the carpet' yet another congestion issue a good idea? Is it good use of tax payers money? Would you say it is innovative and sympathetic or lazy and ignorant? We need change, intelligence and awareness from our government, not greed, irresponsible stewardship and regressive obstinacy. Time to wake and grow up, it's within your remit to do far better than this idiotic and pathetic solution.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 extension

I understand from RSPB that there is a possibility that the new M4 extension will cross SSSIs and the Gwent levels. We came to live in Wales very recently because of the wonderful wildlife here and would hate it if it becomes like England. SSSIs should be sacrosanct. We are willing to accept slower journeys if we can keep the peace and quiet and beauty of the countryside.

Organisation:

Postcode: NP25

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 changes at Newport

I am appalled to hear that the Welsh Assembly plans to build a new motorway through no less than five SSSIs across the environmentally unique and delicate Gwent Levels.

These sites have been established for good reason, and that they should be swept away in the face of dubious arguments in favour of a huge new stretch of road is quite incomprehensible. Not only will the space lost to the road itself destroy this unique habitat, it will also cut the wetlands in two, blocking the path of wildlife and water movement - and opening up the area east of Newport to the likelihood of further urban sprawl.

I very much hope the Assembly can follow its own avowed intent to support sustainable development. Please examine more environmentally sustainable and cheaper alternatives which rely on the latest traffic volume data rather than out-of-date figures, and create a sensible solution to the issue. Destruction of our rare and fragile wildlife habitat is not the answer.

I would welcome your comments.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Gwent Levels

Allowing a motorway through prime wetland, shoots down all that mitigation promised as payment for Cardiff Bay!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: FW: Propised Newport Motorway

Even though I regularly travel to Newport, I urge the Assembly to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels. Because of the past, such areas are scarce and should be treasured and protected at all cost.

Organisation:

Postcode: NP19

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

I enclose your letter "M4 Corridor around Newport".

Living and crossing the South Distributor E. Road, especially the east side, I notice how inadequate its become to the volume of traffic: - private - HVG goods (now 'removed' from Old Chepstow Rd). A further lane E/W and W/E is needed at least, with fly-overs on minor N/S functions - these at present being ring roads much too small (x2/x3 diam needed) all to be treated as 'motorway'? However, the first priority would be further lanes/larger drain [Editor's note: 1 word illegible] - which do cut excessive speed; but so compact at moment that traffic is nose - tail but slow? A tragedy waiting to happen?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: The Gwent Levels Motorway

I lived in Cardiff for a year in the early Eighties and made many friends there whom I often had cause to visit in later years. On those journeys to and fro along the M4, it was always a joy to take some time out to meander along the lanes of the Gwent Levels.

The Gwent Levels are not some boring, disposable corridor on the way to the more important stuff. They are the important stuff. They are one of the things that make South Wales worth visiting. Please don't ruin them.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: changes to M4

I have not been written an email such as this before, but I consider that the subject so important that I am compelled to. I am aware enough to realise that this email is destined for the deleted section of your email account, but still I feel the need to write it, so at least I can say I tried.

In short I am writing to state I am completely against the proposed upgrading of the M4 and the damage it will cause to the Gwent Levels. The new road would cut through 5 sites of special scientific interest. What is the point of having protected sites if they can be destroyed so easily? What precedent are you setting?

Less and less people care about nature - what hope have we got for the future if we can carve up the few remaining areas of natural importance so flippantly? Why should people care about nature if our government has this blinkered outlook?

If someone can answer these questions I will understand your project.

I am regular user of the M4 and have experienced the traffic issues on the Newport section of the M4. Not for one second could I even begin to justify the destruction of some important natural habitats for the chance to get to my destination quicker. I would like to know your justifications.

Organisation:

Postcode: NP12

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 Motorway re-route across the Gwent Levels

I am writing to urge you to re-consider plans to re-route the M4 motorway across the Gwent levels. This is a unique and rare piece of habitat for so many endangered species including the water vole and the lapwing as well as many other mammals and insects. It is also a very beautiful and fragile environment that deserves to be protected not demolished and maintained for generations to come.

I am a regular user of the M4 motorway at peak times but I would rather be held up for a while than see yet another sanctuary for endangered species torn apart.

Please reconsider these plans.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: consultation re M4 Newport

I agree with the concerns expressed by the RSPB about the above proposal. Whilst the new road might have provided a solution 20 years ago it is now at risk of becoming a white elephant. With dwindling resources it seems likely that traffic will only reduce in the future and I would be interested to know on what basis a need for the road has been proved.

Much of the unique landscape of the Wentloog and Caldicot levels has been lost to development over the past 100 years. It would be a shame if further land (some of it SSSI) was lost unnecessarily to this project. In addition the disturbance (particularly noise) from the road could have a continuing negative effect on local habitats.

I also feel that any thoughts of providing mitigating land is unlikely to be successful. It is not possible to recreate entirely the conditions and the animal and plant species present in a specific natural habitat. Land was of course provided at Uskmouth to mitigate the loss of mudflats at Cardiff Bay but whatever the success of the Newport Wetlands, it is not estuarine habitat and it has been shown that the birds that fed on the Taff Estuary mudflats were lost to the Severn ecosystem. No doubt there was a similar effect on the invertebrates on which the birds had fed.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: draft plan re M4 and Gwent Levels

The Welsh Government's draft plan to build a new seven-mile stretch of motorway through the Gwent Levels, I believe, contradicts the Welsh Government's commitment to sustainable development and puts the wildlife that live in the area under serious threat. I urge you to consider alternative plans to mitigate the impact on wildlife.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

I wish to express my support for a positive, cost effective alternative plan to the Motorway proposed to be developed through the Gwent Levels. In my opinion, the negative outcomes outweigh the positive benefits the motorway will generate, and the main concern should be protecting the important SSSI sites that span this region of Wales.

Having recently moved to this part of Wales from England, primarily because of the attractive open green space, and pleasant outdoor environment, the proposed Motorway is not welcome. Please consider the impact on local tourism, investment into property in the area, and look for alternative means of easing traffic and congestion into the Newport and Cardiff. Improved public transport is one answer, and will tick all the boxes.

I hope you will consider my comments in your consultation.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Upgrading of M4 motorway/Gwent Levels

I was upset to read of the proposal to upgrade the above road.

Firstly, in a time of austerity, with cuts being made and people struggling to make ends meet, it is a travesty that anyone can even consider spending the billion pounds that such a project would cost [no doubt rising in time].

I am also appalled that anyone who is proud to be Welsh could consider causing such extreme damage to the Gwent Levels, which are beautiful and of importance internationally and I am sure such vandalism would reduce the standing of Wales in the world and do nothing but harm tourism, with a likely drop in income as a result.

Having just spent time in Slovenia where they show pride in their environment and value it for its intrinsic value and the income it generates for the economy, I am even more dismayed at what is being proposed, and feel ashamed at the manner in which this land is behaving towards its irreplaceable environment.

At a time when traffic levels are stabilising or falling off I understand the proposals even less and not only would such a plan reduce the beauty of the area but surely also increase air pollution which it is known is detrimental to health.

I hope this scheme will be shelved and sensible alternatives found before you destroy something so special and deprive future generations of it for purely short-term gain.

No one who allows such destruction could be considered to be proud of their country.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Gwent Levels Motorway - No Way

I urge you to drop the plans for a new motorway across the Gwent Levels and instead consider the "blue route" as the alternative.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Motorway across the Gwent Levels

I urge you to drop the plans for a new motorway across the Gwent Levels and instead consider the "blue route" as the alternative.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note:text from email]

Subject: M4 relief road

This is vital for so many reasons, my own being that I commute to Bristol and back for work every day, to and from junction 27.

It is a twice a day nightmare, not helped by the genius who thought up a speed reduction approaching an inherent bottleneck (West bound tunnel). Also the genius who reduces the speed limit through the tunnels Westbound to 50, and Eastbound to 60.

Win the loaves over with the reduced pollution argument, car engines running and the occupants not going anywhere.

Get it built.

Organisation: RSPB North Wales  
local group

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Gwent Levels

As a member of both the RSPB and Friends of the Earth, I wish to object to the proposal for a new motorway across the Gwent levels. This has been debated for many years, with one positive result in the creation of an RSPB reserve near Newport. Similar protection is required for the rest of the Gwent Levels. Allowing development of land designated as SSSI and/or AONB is similar to listed building consent - development renders the original designation toothless and therefore threatens all other AONBs, SSSIs and listed buildings.

Please put to bed for ever the idea of any new road destroying any part of the Gwent Levels or any other regionally or nationally important wetland.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Newport/gwent levels

We visited the Newport wetlands only last month and we thought it was such a wonderful place one of the best reserves in wales of which you should be proud of.

After all it is a sssi area which should be given complete protection against proposals like this.

I think this must be against the ec directive.

The Cardiff bay barrarge was a big enough blow to wild life this would be even worse

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: motorway

I am writing to express my alarm and concern that proposals to build a motorway through the Gwent Levels have returned. The levels are an utterly unique habitat in Wales, with a series of SSSIs - some of which would be destroyed while others threatened by the presence of a nearby motorway. The area remains a wildlife haven but that would be destroyed by a motorway, and the inevitable additional development that would rapidly follow. I find it remarkable that this could even be considered. The cost will be immense, and the gains re traffic will be small. It is all the more absurd given the new southern ring road that has already been placed at great cost around the fringes of Newport.

Getting from A to B a few minutes quicker (if that really were to be the case) is simply not worth the permanent (please note the work permanent) loss of this unique place to Wales. Once it has gone it can never be put back. I fear that there is the impression that the levels are unloved and so it is ok to basically desecrate the area for little gain and huge cost. In fact, the area is loved by many people, not to mention the far greater numbers of fauna and flora that thrive there, for the moment.

Please, please abandon this appalling scheme.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Upgrading the M4 - Newport

I am writing to express my concern about the proposed upgrade to the M4 round Newport. It will effectively destroy the Gwent Levels, one of most important wildlife areas, not just in Wales but in the UK as a whole.

I understand that the traffic modelling to justify the upgrade was actually done on out-of-date information and that traffic flows have, in fact, shrunk since 2007 and are now stable. Further, I feel that the cost of over £1 billion cannot be justified in these times of restricted public spending. In addition, it is very probable that, before the proposed completion date of 2031, more sustainable and cheaper alternatives could be implemented in the next few years.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 New motorway across the Gwent Levels

I am writing to express my concern and opposition over the proposals to upgrade the M4 and bypass Newport.

Although not living in Wales I am a regular visitor to Wales for conferences, swimming events and holidays. My travels to the area have always been acceptable. I understand that the proposal has been based on out of date traffic modelling. I have been involved in a road project that went to Public Inquiry. This project failed to gain permission precisely because of inadequate traffic modelling and the need to consider alternatives to the scheme. The proposer was prepared to provide compensation by way of biodiversity enhancements but this was considered an incorrect approach by the Inspector because insufficient consideration had been undertaken.

The Gwent Levels are a hugely important National Nature Reserve that supports a wealth of biodiversity. It is difficult to see the justification for impacting on the reserve. Time and time again we see the destruction and deliberately considered impacts of infrastructure by drawing lines on a map to join up the nature reserves that remain. All these proposals claim that their particular project has been undertaken with due consideration to its sustainable development. Except that it is not sustainable.

Biodiversity needs to be linked to ensure that it and humans will survive. Continual erosion of the linkages leads to losses in biodiversity. Biodiversity offsetting is not sustainable if we continue to pay lip service to acting in a truly sustainable manner and isolate it in the way that this and other projects continue to do.

It is time to seriously consider alternatives to the traffic problems. Please provide a lead and avoid these damaging proposals.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Upgrading the M4

I recently learned of your plans to upgrade the M4 which will damage the Newport levels. Even to seriously consider such an idea beggars belief. This area is a jewel in the crown and apart from its massive value to wildlife it brings in lots of visitors which benefits the local economy.

I understand that the model being used to "justify" this massive investment is now out of date. I trust that for all these reasons you will withdraw this crazy plan.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Editor's note: text from email

Subject: Upgrading the M4

I am writing to you to let you know that I am concerned about the effect that the proposed upgrade for the M4 will have on wildlife, especially on the Gwent Leves, which is an important area for a great variety of wildlife including many threatened and declining species.

The planned upgrade is costly, unnecessary and would destroy this beautiful and important area, and become a death-trap for any remaining wildlife trying to move from one area of it's previously joined habitat to another.

I hope you will reconsider these plans from an ecological perspective.  
It would be a great shame to lose such an amazing wild space.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: FW: Gwent Levels

I am writing with regard to the proposals for building additional road capacity around Newport in Gwent. One of the options being considered is to build a new motorway to the south of Newport.

I am opposed to this option, as I believe it will cause considerable damage to the Gwent Levels area. This area is rich in wildlife, and contains 5 Sites of Special Scientific Interest (SSSIs), as well as other wildlife reserves, which would be impacted by the road. In addition, the road would effectively cut the Levels in half, lessening their wildlife value and reducing visitor enjoyment.

The road would probably also mean that residents in the south of Newport would be subject to more background traffic noise.

The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has stabilised, and there is no strong indication of a significant rise likely in the foreseeable future.

For these reasons, I believe you should reject this option. If any road expansion is required in the Newport area, then other, less environmentally damaging options, should be considered.

Organisation:

Postcode: LL55

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 Consultation

I wish to make my views known in response to the M4 Consultation currently underway. I feel strongly opposed to this proposal, for the following reasons.

The area is of national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

High public cost of the project:

The cost of the new motorway would be astronomical - over £1 billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels:

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions I and others believe to be incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Thanks you very much for the opportunity to respond to this worrying development, I hope common sense wins the day and the correct decision will be made for us and wildlife alike.

Organisation:

Postcode: TF10

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

I am writing to you to register my disapproval of your plans to put a new motorway through the Gwent Levels. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife.

The proposed route will destroy parts of 5 Sites of Special Scientific Interest. Such SSSI's are the bare minimum required to be protected in order to maintain our flora and fauna biodiversity. If we fail to protect such sites and their habitats, then we will continue to lose more species nationally. The proposed motorway will threaten the continuing survival of breeding Lapwing on the Levels and will severely threaten Otters by bisecting their habitat in two and increasing the possibility of road casualties.

Furthermore the proposed route will produce pollution that will run off into the surrounding reens threatening their specialist flora and invertebrate fauna.

Therefore I would ask you to consider alternatives to the proposed motorway.

Organisation:

Postcode: SY7

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Upgrading the M4 - A threat to the Gwent Levels

We are writing to you to express our deep concern regarding the proposal to upgrade the M4 where it would adversely affect the Gwent Levels. We have read the facts outlined by the RSPB leading to their objection and fully concur with them. Below is a copy of those facts which we ask you to give serious consideration to. We urge you to think again about this proposal and, as stated below, look at sustainable alternatives.

Importance of the site for wildlife and plants: The area is of national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project: The cost of the new motorway would be astronomical: over £1 billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels: The traffic modelling that has been carried out in relation to the new road has been based on out-of-date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future. Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales .

Organisation:

Postcode: NP4

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Proposed Gwent M4 Relief Road

I am writing to you regarding the proposal for the M4 Relief Road through the Gwent Levels area in South Wales.

I do not normally respond to consultations but this one I feel very strongly about, having been a resident in Gwent for my entire life.

The Gwent Levels are, to me, one of the most spectacular and understated habitats I have had the pleasure of being able to appreciate. To know that this is being considered for development is very concerning and upsetting.

People from all around the country and beyond come to visit the array of flora and fauna that thrives here, some of which are becoming increasingly threatened by human development. Given the sensitive state of nature in the UK at the moment, we should be doing more to protect, not destroy, such a haven for wildlife.

As an M4 user I completely understand the reasons for this proposal, however I feel to put a relief road through the Levels would be detrimental to the landscape that Gwent has so proudly protected with the support of the Welsh Government.

At a cost of £1 billion, I believe the relief road would not help to improve the usability of the M4, as it has been reported it would take over 15 years to be fully completed. The Government's own figures have shown that since 2007 the actual numbers of vehicles using the M4 has stabilised, with no indication it will ever significantly increase to warrant such a drastic upgrade to the motorway. However, if this proposal was to go ahead, the damage done to our beautiful landscape would be severe and irreversible from the very first moment of construction.

I acknowledge you have a difficult decision to make but I ask you please to withdraw this proposal in favour of a less dramatic options. The environmental value of such a unique area of land will far outlive the usefulness of yet another block of tarmac across our countryside.

I thank you sincerely for taking the time to read this email, and hope that my words will help you to come closer to among the right decision in favour of the environmental future of Gwent.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 through Gwent Levels

If the Government thinks they can apply Biodiversity Offsetting to the plan to build a new section of the M4 motorway across the Gwent Levels then they should think again and drop the plans for both . This is a prime example of wanton destruction of internationally important wildlife habitat which can never in the lifetime of mankind , let alone those of the individuals creating such plans , be replaced . Such habitats , whose occupants are internationally interdependant , can never be replaced by the actions of man , which can only ever be seen as destructive .

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Proposed extension of the M4 Motorway

I am writing to object to the proposed extension of the M4 Motorway across the Gwent Levels. The Levels are a vital natural resource and home to many rare and important wildlife. The proposed extension would destroy or seriously degrade many protected habitats including five Sites of Special Scientific Interest.

In addition, there are serious doubts as to whether the extension is necessary from a traffic point of view as the figures produced in justification for the extension are hopelessly out of date and, in some cases, fundamentally flawed. There can be no justification for such an extension when other less harmful actions can be taken if, indeed, any such are necessary.

In short, I am most definitely against this proposal.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Gwent Levels

Please do not destroy this very special habitat, I live in Eccles Manchester, and most of my summer holidays have been spent birdwatching with my family on The Gwent Levels.

I and lots of other birdwatchers, both local and countrywide will be utterly dismayed if this motorway scheme goes ahead.

Please consider what you are about to destroy before going doing so.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Proposed M4 upgrade

I wish to add my voice to the many others, concerning the proposed M4 upgrade through the Gwent Levels. Whilst this may improve the M4 system in this area, the sacrifice is far too great. The damage to this environmentally sensitive piece of our heritage will be too great and irrecoverable. I urge you to dismiss this proposal and find other means of improvement to the M4 system.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 proposals

I understand that there is a proposal to upgrade the M4 by driving a new motorway through the Gwent Levels. I can hardly believe that yet again, we are considering damaging another SSSI in the name of 'progress'. It is time we valued what is left of our natural world above commercial interests, especially when it is questionable whether this road is really needed at all according to forecasts based on recent traffic monitoring.

Please put this proposal where it belongs, in the bin

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Re: M4 TR111

Thanks for this, I can't say that I am too impressed! 24 hr road noise ,plus months of grief whilst it's being built . Let's hope the funding fails . If they can find the money to fund this ,why can't they find the money to purchase the Severn bridge and abolish the charges we Welsh have to fork out to cross it . We had months of roadworks at the M4 junction for the golf 2010 , about 8 months recently again on the same stretch of road to Llanwern the new road through the works and the M4 is to run parallel to it . What a waste of time and resources.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 consultation response

I am writing in response to proposals to build a new motorway across the Gwent levels near Newport. This response represents my own personal view.

I oppose this plan for a number of reasons and hope that the plan will be dropped in favour of alternatives which are aligned to the Welsh Government's commitment to sustainable development.

Firstly, I oppose the plan because it would cause major, irreversible damage to the unique habitat of the Gwent Levels, an area of national importance for wildlife. The motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs). It would in essence cut the Levels in half and create a lethal barrier for wildlife. Pollution is also a risk and the new motorway could also spur further damaging development in the area.

This project would also be enormously expensive and cannot be justified at a time of austerity. It also wouldn't be fully operational until 2031, and more sustainable and cheaper alternatives could be implemented in the next few years.

In addition, there is no need for a new motorway across the Gwent levels. The traffic modelling which has been carried out in relation to the new road has been based on out of date data. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

I also question the climate impact of this proposal. Wales needs to cut greenhouse gas emissions by 40% by 2020 to play its part in tackling climate change. Not only will the road's construction and use drive emissions - it will further embed car dependency in the area and send out the signal that government lacks commitment to cutting emissions.

Furthermore, there are the social costs. The poorest in society benefit least from such schemes but bear the brunt of the costs. I fear this scheme will contribute to poorer health due to air pollution, obesity and lower wellbeing due to loss of green space. By increasing car dependency, I believe this scheme will contribute to a more divided society, worse local environments and more 'car friendly' developments that exclude access to those without a car.

The Welsh Government (and UK Government) must instead look seriously at sustainable alternatives to improve mobility and access to services in the region. It must take account of the most recent traffic and population data available, the full social costs and climate change impacts - and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: NP18

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: new M4

Seems to me the black option is the best. I don't see why you need to start from Magor, or go as far as Castleton. From the coldra to the tredegar house junction would be adequate I would have thought.

Or why not widen the whole of the A48 and make that the new motorway? A much cheaper option.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: M4 Corridor around Newport Good

A good transport infrastructure is vital to the Commercial well being of South and mid Wales. To date Highways Planners are having to be reactive due to Government short sightedness leaving it too late to avoid the chaos we we find ourselves in on all fronts.

There is no joined up Planning anywhere. The tributary road network efficiency is just as important to Businesses and Commercial traffic as the motorways. For example listening to Radio Wales every morning the same old bottlenecks come up time and time again. The situation is worsening by the minute as Planners approve more and more houses and super stores. Cwmbran is a good example. It used to be a pleasure to shop there on a weekend now parking is becomoing impossible. The A4042 is from Malpas up to Pontypool is becoming a nightmare of hold ups at peak times. In my humble opinion we need :-

1. Increased road capacity around Newport with suitable design built in for alternative routes to cater for accidents and emergencies.
2. Dont plan anymore housing or Commercial enterprises unless the tributary roads infrastructure is taken into account.
3. Do something about on- road parking which causes delays , frustration and cost  
This also affects Emergency Services as well as Commercial vehicles. ( Every household now as several vehicles including a Commercial van or two. These all end up parked on our road network. Levy a Tax on those who use our roads for permanent parking of their vehicles.
4. To improve driving standards and reduce accidents start charging the guilty party the cost of clearing up the mess.

Organisation:

Postcode: SY23

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

In response to the call for public consultation, on the plan to build a new motorway, south of Newport. I am opposed to the plan.

This area is uniquely essential to many species of birds, plants and animals. The building of a motorway would not only destroy habitat on its proposed site, but would also partition the area which would have further detrimental effects on the remaining fragments, waterways and navigational routes would be cut.

This area was considered rich enough to earn SSSI status. Please respect and value the wealth of wildlife that makes its home in Wales and do not build the motorway.

Organisation:

Postcode: NP44

***Non fitting comments***

Non-fitting data

(Editor's note: text from letter)

Re: M4 Consultation

It was with great sadness and some regret, that I read of the Welsh Government's plans to run a motorway through the Gwent Levels. When will the destruction of important habitats and fragile ecosystems come to an end?!

The Gwent Levels represents for Wales, my own country, a marvellous addition to wildlife habitat encouraging and preserving many species that desperately need a home undisturbed by endless human interference and disruption.

For those of us for whom our natural environment is important, this was a wonderful area for observing wildlife and communing with nature.

To the misguided Welsh Government, cementing over the Gwent Levels may seem an easy option for easing increasing traffic and occasional congestion in the short term, but this option, which destroys a national asset, would be an act of sacrilege, short sighted and quite unforgivable. Sooner or later we will all have to recognise the treasure we have in the natural world around us.

In the hope that that the Welsh Government will not destroy this unique wetland.

Organisation:

Postcode: CF23

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Proposed M4 Relief Motorway

I wish to raise my concerns about the proposed M4 Relief Motorway around Newport that would cross and impact upon a number of SSSIs on the Gwent Levels at a time when research suggests that the road is unjustified. The Gwent Levels are the largest and most important remaining area of coastal and floodplain grazing marshes in Wales and support an increasingly rare and unique range of species and thus should be a priority area for conservation.

The proposed route of the relief motorway would cut across a number of nationally important sites and would effectively cut the levels in half, thus creating an impassable barrier to wildlife. The road would also dramatically alter the movement of water between the areas on either side of the road while run-off from the motorway would pollute the water systems and have a dramatic impact on the wildlife and ecology of the levels. Much of the low coastal and floodplain grazing marshes between the Severn Bridge and Cardiff have already been lost to development, drainage and pollution so it is even more important to protect this important area.

At over £1bn the potential cost of the road is huge and with traffic modelling figures showing that the traffic volumes have fallen and now stabilised since 2007 one has to seriously question how such a scheme is justifiable. Therefore, the Government should be looking at sustainable alternatives and realising the full potential of the Levels to the environment and people of Wales.

Organisation:

Postcode: SA68

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Consultation on Draft Plans for New Motorway across the Gwent Levels

Re the above we wish to register our objection to the Draft Plans.

1) We question the need for any new motorway. The data used by the Welsh Government to support their plans are out of date as regards the volume of traffic both currently and projected. To build this seven mile motorway to ease occasional traffic hold-ups around Newport would cost enormous sums of money which would be better spent on less damaging projects which should comply with the Welsh Government's avowed aims of sustainability.

2) The Gwent Levels are habitat for very rare species which have decreased drastically elsewhere, eg the shrill carder bee, water vole, lapwings and otters. They also harbour rare plants such as frogbit and the amazing wolffia.

It would be criminal to build this road cutting across invaluable, irreplaceable habitats of coastal and floodplain grazing marsh. The new road passing through five of the seven SSSIs would decimate plant, animal and insect life. The effect of this barrier between the resulting two parts of the Gwent Levels would lead to irreversible damage to the wetland on both sides. This would be compounded by pollution.

5) What kind of message would the Welsh Government's Draft Plans give to the people of Wales? That it's all right to drain wetland, put up developments in SSSIs, knowingly destroy rich habitats. It would seem that to the Welsh Government SSSIs mean nothing.

Organisation:

Postcode: CF62

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

In a local paper you wanted views on a relief road around Newport. May I suggest you continue the A4232 from Junction 33 across Rover Way area across the Rhymney river through Wentlodge following the B4239 to the south of Newport crossing the Usk river near Pye corner linking up with the M4 at Junction 23A with a link road to the A48 for Junction 24 to the Midlands. It does not have to be a motorway just dual carriageway. It would take traffic from Barry and Cardiff relieving some of the congestion from the M4. It's about time the link rd the A4232 was continued across Rover way. Area marked on my map 'under construction' 10 year ago. This road was blocked by a Tory 'Minister for Wales' under Thatcher's Government, so by taking this on you are cracking two eggs together.

Organisation: Lindsay Whittle,  
Assembly Member

Postcode: CF99

***Non fitting comments***

Non-fitting data

I have received a letter from a regional constituent to which I have attached a copy. Please can you consider the points made and reconsider the proposal for an M4 relief road. I do not support this idea as I believe there are cheaper and greener alternatives.

I look forward to your response.

(Editor's note: see pdf provided separately. Not entered into the database: text from attachement.  
The text has been data entered and analysed as M42CAN1499)

Organisation:

Postcode: NP25

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

M4 Consultation

As a long-term supporter of the Gwent Wildlife Trust I am very concerned to see that there is a new motorway proposed over the Gwent Levels.

Surely the Welsh Government is aware of the great importance of this, our largest coastal and flood plain area.

The route would impinge on 5 areas of special scientific interest and make a lethal barrier to wildlife attempting to cross. It could also open the door to future developments that could drastically alter a beautiful area.

The most recent traffic surveys indicate that such a road is not necessary now or in the future. This is something unique to Wales, home to scarce plants and wildlife and once ravaged, cannot be restored.

Wales cannot afford to lose this remarkable legacy to so little purpose at such tremendous cost. Please, as the Government, do not let it happen. Above all, consider the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: SA6

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

M4 Consultation

I am writing to express my opposition for proposals for a new motorway through the Gwent Levels for the following reasons:

Importance of the site for wildlife and plants

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

The motorway would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including five SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project

The cost of the new road would be astronomical - over £1 billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

I believe that the Government should look at more sustainable alternatives and realise the full environmental value of the Levels to the wildlife and people of Wales.

I look forward to receiving your reply.

Organisation:

Postcode: SY19

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

I would like to urge you please to re-think the Governments' plan for a new motorway across the Sites of Special Scientific Interest on the Gwent Levels. This is Wales' most important costal floodplain grazing marsh and is home to scarce plants and wildlife, once damaged there is no going back and it would create a lethal barrier between sites for wildlife.

The levels are made up of seven SSSIs and your published plan to build a new 7 mile stretch of motorway south of Newport would cut through 5 of these protected areas destroying habitats and fragmenting the fragile levels ecosystem.

The Governments' own traffic figures show that the M4 traffic volume [having fallen after 2007] has now stabilised and there is no evidence to support a significant rise in the future.

Please do not ignore the fact that these sites were to be protected for good reason.

Organisation:

Postcode: SA71

***Non fitting comments***

Non-fitting data

[Editor's note: text from handwritten letter]

This is an appeal to save the Gwent Levels from destruction, there is such a wealth of important wildlife in that area and indeed is Wales' most important wildlife conservation area including seven Sites of Special Scientific Interest - five of which could be destroyed by building the proposed new motorway and the remaining two being negatively impacted.  
Please save the Gwent Levels.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Brilliant idea, gets the traffic away from Newport and the Brynglas tunnels. Will speed up my journey home to Swansea. Fed up of spending an hour or more trying to get through Newport on a Friday.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again a brilliant idea, but would take years to build and finance it would be on a drip feed over a number of years. A new road is needed through Newport!

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Once again, brilliant idea, but the route is pretty close to the city - move it further north or south away from Brynglas and its associated traffic congestion.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum! If you do minimum why bother! Do a decent job in sorting Newport and South Wales traffic problems once and for all. Build a decent motorway through Newport and future proof it!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Too much environmental crap these days is stopping essential infrastructure projects in this country! Sitting in endless traffic jams is not good to the environment and only adds to environmental problems.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See above: too many tree huggers and people with too much time on their hands trying to stop essential infrastructure projects.

**Q7. Health Impact Assessment**

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

Do nothing/do minimum then the health of people living in Newport is going to get worse with all the traffic fumes at peak times.

**Q8. Equality Impact Assessment**

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

What about the people who live in Newport who have to endure the congestion on their door stop every day. What about the travelling public in West Wales. Have we been considered in this assessment?

**Q9. Additional comments**

Please provide any additional comments here.

Build the new M4 relief road as soon as you get the money! Compulsory purchase the land and build it! Don't worry about the bugs and newts and fish and shit like that, just build it and put Wales on the map. You have my support 100%!

Organisation:

Postcode: NP20

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
Hopefully help in rush hour traffic.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?  
It should make travelling safer.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Excellent solution to the problem. The sooner work starts the better.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A dual carriageway? You must be joking! Hopeless idea.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Can't see much difference between this and the Black Route. It's a 3 lane motorway and the only criterion on which it differs from the Black Route is 'local air quality' and then it's only a '+' rather than '++'

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Something must be done! I have recently moved to Newport from West Yorkshire. I used to think the M62 was bad, but the M4 round Newport is worse!

**Q9. Additional comments**

Please provide any additional comments here.

I read on the web that a scheme to bypass Newport was originally proposed in 1991! It's hard to believe that work on the ground has still not started.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Much faster and safer than at present.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I have no issue with any of the routes. Choose the route that is the easiest to construct.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As for question 2 above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will provide very little improvement over the present and will not achieve any of the major goals needed.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Well thought out and documented.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Very difficult to extract any real information regarding detailed assessment of habitat issues.

**Q7. Health Impact Assessment**

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

Veru difficult to extract information.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Very difficult to extract information.

**Q9. Additional comments**

Please provide any additional comments here.  
None.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will fully achieve the goals of the M4 corridor around Newport - when the money is available it should be installed as soon as possible because 1) more direct route 2) no interference from local interests 3) 2 miles (approx) shorter 4) safer.

This is a very good response to what is required due to economic progress. Things never stay good as they are. If you don't plan and execute for progress, things get worse.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Go for the black route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Go for the black route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It won't solve anything really - go for the black route.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

On the SEA perspective - there is not enough -ve considerations to detract from the overall +ve advantages of the black route.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Can't quite make out how to evaluate this assessment, but would encourage the installation of the Black route.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
There would be an improvement for everyone in consideration of an HIA.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

***Q9. Additional comments***

Please provide any additional comments here.  
No comment.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or major dual carriageway across the Gwent Levels as this will greatly damage the area, the wildlife and SSSI.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or major dual carriageway across the Gwent Levels as this will have an extremely negative effect on the area, the wildlife and SSSI.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to a motorway or major dual carriageway across the Gwent Levels because it will have a devastatingly negative impact on the area, the wildlife and SSSI.

**Q9. Additional comments**

Please provide any additional comments here.

I support the following alternatives:-

- Public transport improvements
- Improved rail services and additional stations
- An upgrade of the A48/Southern Distributor Road
- The South East Wales Metro

I would prefer the money I pay in taxes to be spent on the above alternatives.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe this is a good use of money, as there are a number of other options which I feel are better - see other responses. I feel that all options 1 to 3 are poised to cause drastic damage to environmental sites of special scientific interest, cause excessive disruption to local residents and will not provide enough long term benefit. I do agree with the proposed complimentary measures involving the M48 and cycle/walking infrastructure. I believe this option will only really address goals 11 and 5, and these would be questionable long term in the event of future growth.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please refer to my response to Question 1. Additionally I fail to see how this does anything to help the M4 - it is just a replication of the existing A48 dual carriageway. As with other opinions presented, Newport already has 2 bypasses so I don't feel a third is necessary or justified. If more road capacity must be found, surely it would be better either to improve the M4 (ie. widen tunnels) or the A48 (grade separated junctions).

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please refer to my response to Question 1. As with the red route, I am concerned that this route will constrict future improvements/widening of the rail network through Newport (eg. provision of a short-cut around the congested central area for expresses and freight).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe this to be the best of the four options presented, however far more improvements are possible with the existing arrangements of the M4.

- Improve lighting through tunnels (particularly westbound)
- Close J27 and J25; close J26 westbound exit and eastbound entry
- Add third lane through J23A and J24; enlarge J28 roundabout

I also feel other projects in the region can take traffic away - A456 dualing will remove Midlands to SW wales traffic; Severn Barrage for SW England traffic.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As mentioned above, I do not believe the impact on the SSSIs and wetlands has been fully considered - otherwise none of the three routes would be viable.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No further comments.

### **Q7. Health Impact Assessment**

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

My general comment is that whilst improving air/noise quality to the north side of Newport, any benefit would be outweighed by the new road to the south.

### **Q8. Equality Impact Assessment**

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

No further comments.

### **Q9. Additional comments**

Please provide any additional comments here.

As stated at the start I believe there are a number of preferable alternatives to the three routes considered:

- 1) Additional measures stated in Q4.
- 2) Use funds to pay for the Severn Bridge Tolls rather than new construction, thus reducing journey times by a similar amount, and universally popular.
- 3) Improve public transport. Possible public transport schemes that would be preferable are:
  - Improve line speeds on main rail line
  - Tram systems for Newport/Cardiff
  - Additional rail stations (eg. Caerleon)
  - Severn barrage/ other rail crossing

For a summary, including economic justification refer to Cardiff metro proposals by Mark Barry. All such schemes would take traffic off the M4 and away from the area, generally providing faster and more sustainable transport for all. Improvements to cycle/pedestrian facilities are also a sure way to improve local transport at reduced cost.

As a final thought, these plans seem largely aimed at improving road speeds, which only drop below 60-70 in rush hour. This should be set in the context of the vast area between the M4/A55/M5 where all roads have a maximum speed of 50-60 at best, with large stretches limited to 30 in towns or when stuck behind slow moving traffic. How about looking into saving time on the 4 hour N. Wales to S. Wales routes rather than 5-10 mins in one small place/time?

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The dual carriageway through Llonwen Steel Works and the southern distributor road are underused, if these roads were signed as routes from the M4, giving peak priority at rush hours with the use of traffic signals estimated journey times signs this could release some of the congestion.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The proposed new relief road across the Gwent Levels a site of SSSI the flood plain is home to a range of specialised plants and invertebrates associated with these special fens, plus grazing animals. The water levels are maintained to protect the very structure of the soil. The provision of water treatment areas/attenuation ponds would probably work well on ordinary highway run off. But with transport of most of industrial chemicals classed as corrosive, hazardous, toxic etc. by road. It's difficult to imagine a large scale tanker, lorry or van accident resulting in a spill of waste. This waste could only be washed off the motorway into the attenuation ponds. If there are no plans to avoid the environmental disaster on such a large scale the plants and animals, everything that lives on and off this fragile environment would be at risk.

Once this eco system is gone there will be no putting it right again.

If the Government is determined to borrow such a large sum of money, the starting price being £1 billion (historically this could be much much more.) Why not build a new M4 along the coast from the second seven crossing incorporating a motorway capable of being enlarged in future years as demand increases at the same time create a flood defence wall in this area. Any contaminated run off water from the motorway could be discharged into the severn estuary on a ebb tide.

Careful consideration should be given to the payback of any larger project as the cost and interest may not be the problem of this generation, but that of our children.

### **Q7. Health Impact Assessment**

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

Noise

I hope that the construction of any new roads will include noise barriers partially on the elevated sections of roads near houses. I wish to sit in my garden and not have to be sealed in my home to avoid traffic noise the M4 was previously widened to 6 lanes with no improvement in sound barriers shrubs and bushes don't stop noise. My correspondence at the time were ignored.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It appears to be the best of the alternatives.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think it makes sense to provide a 2-lane alternative. As traffic increases it is unlikely to be adequate.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Agree that it is a viable alternative to the draft plan. I am concerned that the information on Page 44 of the consultation document indicates that there could be an adverse effect on water quality and flood risk.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't think a minimum scenario will answer the problems around Newport.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

It is not clear how the planned route would interact into the Wales Coast Path.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There could be less impact on the Wetlands Nature reserve if the Black route followed the Red route immediately east of the River Usk but then crossed the river as shown.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object due to major disruption to the village of Magor, west and north-west side of village, increased noise due to traffic flow and disruption caused during construction phase. Furthermore I object to the impact on local wildlife and the damage to the Gwent Levels. More emphasis needs to address sustainable transport and reduction of overall traffic on existing road network.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As Q1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As Q1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does not fully explore alternative transport strategies.

**Q9. Additional comments**

Please provide any additional comments here.

Each route negatively impacts Magor for little benefit for those who don't regularly travel west. Lack of alternative routes around Newport and lack of sustainable transport solutions mean that this consultation is bias/flawed, as it is focussed on minor route variations of a single solution.

Organisation:

Postcode: NP25

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think the black route will have any effect on the problems or achieve any goals of the M4 corridor around Newport. All it will achieve is to ruin the wetlands area and its wildlife. Newport will be cut off by this route and will suffer financially with town businesses such as shops and cafes suffering most.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route serves much the same purpose as the black route. It will effectively bypass Newport and its businesses.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again this route will effectively bypass Newport Town and will severely affect businesses.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe Professor Cole's suggestion of the blue route will work. It will use existing roads, cost much less and help to ensure that Newport prospers.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The construction of the proposed motorway, especially the red, black and purple route will destroy valuable habitat and it will not recover.

European protected species will be severely affected by these routes and will result in decline; especially bat species. The habitats regulations are there to protect wildlife and habitats, the red, black and purple routes would impact severely on this protected habitat.

### **Q9. Additional comments**

Please provide any additional comments here.

The business case for this project does not make sense. Traffic levels are officially falling and the new motorway routes will serve only to cause more traffic congestion at Cardiff. The cost of Professor Cole's suggestion is a fraction of the cost Newport will suffer. The wildlife and habitat of the wetlands will be adversely impacted and would not recover. European protected species would be affected. This project is not what is needed.

### **Non fitting comments**

Non-fitting data

The wetlands are designated SSSI status. This was designated by the Welsh Government so effectively destroying part of it is ludicrous and means that in future SSSI status means nothing.

The proposed project will effectively sever the SSSI's and destroy the area.

The developers have asked for Junctions on these routes which can only mean that further developments such as housing will follow, this will be a disaster.

The cost of this project is absolutely astronomical and the funds could and should be spent on repairing existing roads which are now in an awful state - near my home in Monmouth a cyclist was killed this year from hitting a pot hole in the road.

The project is not needed, not wanted and a total waste of money. The goals are unrealistic and whoever is heading this project should step back and listen to what the public is saying - Use the Alternative 'Blue Route'.

Ruining our countryside especially SSSI sites is not going to win votes from the people of Newport and surrounding areas. Improving existing roads will win votes!

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I feel that this route will help to reduce congestion a great deal within the city and enable a freer flowing traffic around the city.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route would provide opportunity to leave the motorway to access areas of the city rather than totally bypassing the city. I feel this route would enable the motorway to aid access to the city whereas the black route bypasses it completely.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The congestion in Newport is likely to increase along with population and transport growth causing further issues with traffic within the city.

**Non fitting comments**

Non-fitting data

I would hope that with the reduction to a road in terms of the present motorway I would like to see the junctions at Caerleon reopened to access both east and west to further increase access around the city.

Organisation:

Postcode:

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Reduce stress levels when motorway shut etc.

***Non fitting comments***

Non-fitting data

I work and live in Newport and can't always use the motorway as Junction 25 is inaccessible as I can't come off at this junction etc. it would cut journey times down in Newport if this junction was open. It affects junction 26 badly as a result.

Organisation:

Postcode: SA3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per my previous M4 CEM submission I accept that the present M4 around Newport is at times overloaded and susceptible to closure during accidents and incidents. This is true however of many motorways and main A routes. The M4 section around Newport can not do the job as a through route and operate as a hub for the numerous feeder roads. There is therefore an overwhelming case for a solution to be provided. However it is a major concern that only the new motorway case is being submitted either as Black, Red or Purple when this is not the only solution. The case for an upgraded A48, around the South of Newport is equally strong (and cheaper) and together with traffic management information (French style) the two roads can certainly handle the minimal further increase in traffic volumes which have been projected. See all Wales comments on Questions 4 and 9.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See question 1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

On 3 separate occasions when the M4 has been severely congested (Brynglas Tunnels closure x 2) and a Friday evening medical evacuation journey to Swansea I have taken the A48 clear and incurred fees then 10 minutes delay and noted at the time that £150m-£200m would solve the M4 problem. Various comments in the press at the time of the M4 CEM consultation supported this solution and it is surprising that this option is not included.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Whilst accepting that the existing M4 is not great for the people who live near it the development of quieter road surfaces, quieter vehicles and more importantly less polluting vehicles the quality of the environment along the current M4 will over time improve even with a minimum increase in traffic.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There is no justification for another 6 line highway across the countryside south of Newport, on what is accepted by everyone as a sensitive area of national importance.

**Q7. Health Impact Assessment**

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

See Q5.

**Q9. Additional comments**

Please provide any additional comments here.

The greater expense and damage of the proposed Black, red, purple routes over an A48 upgrade, plus improvements to traffic flow/control can not be justified - value for money must be a consideration. If the Welsh Government can raise £800m - £1000m there is a far stronger case for a package of other expenditure across all of Wales to benefit all Welsh people and communities.

Major improvements on the N/S route (A470), the Swansea-Manchester Trunk Road (A483) and completion of the A465 plus local metro around Newport and Cardiff and the Valleys would be a far better investment.

We need an all Wales solution - not just a Newport solution.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route appears to be the straightest and most direct/shortest.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If it is up to capacity at the point of construction it is almost futile to build it at all.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is enough risk of flooding along this corridor already and shouldn't be increased.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will not address key issues of 3 lanes reducing to two, causing tailbacks during rush hours.

Organisation:

Postcode: NP4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is the worst possible outcome as it cuts further into the SSSI's; takes the longest route; passes closest to areas liable to flooding; destroys areas that are beneficial to human health and recreation.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This and the purple route are the next worse options. They pass through SSSI's; take a longer route than the existing Southern Distributor Road; pass through an area liable to flooding; destroys areas that are beneficial to human health and recreation.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above, this route is a very bad option. It passes through SSSI's; takes a longer route than the existing Southern Distributor Route; passes through an area liable to flooding; destroys areas that are beneficial to human health and recreation.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please minimise costs to the populace. Stop wasting energy on the red, black and purple routes which damage our economy.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Please avoid the red, black and purple routes; they destroy the environment; they split habitats; they introduce the probability of further destructive developments; they squander our environmental and historical heritage.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Please avoid the red, black and purple routes; they are catastrophic for the unique and irreplaceable habitats in this area.

**Q7. Health Impact Assessment**

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

The red, black and purple routes will destroy a unique area which is used by thousands of people for recreational activities beneficial to health.

**Q8. Equality Impact Assessment**

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

The red, black and purple routes will destroy a unique environment, freely available to all, and will rob future generations of their birthright.

The red, black and purple routes bypass Newport and do not benefit the inhabitants of Newport at all by stealing custom from its businesses.

**Q9. Additional comments**

Please provide any additional comments here.

Any damage to the SSSI's of the Gwent Levels will be a criminal act. Even if you get away with this terrible destruction now, future generations will condemn you for your lack of vision. These motorway routes are not needed, traffic levels have plateaued, they are a waste of money and an act of vandalism. Spend the money on something useful and improve the existing routes in Newport. Don't build on floodplains when they are bound to cause flooding problems to traffic. Do something to improve public transport instead; help the future public transport system, available to all at a reasonable price. This destruction of SSSI's is criminal.

Organisation:

Postcode: NP44

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We already have an excellent infrastructure of roads and need no more. We need to upgrade and improve what we have to encourage the use of public transport. The money would be better spent in this way, not devouring more of our precious ecosystem and generating more pollution. Black Route cuts through SSSI areas and wrecks docks - our industrial heritage I object to the black route for financial and ecological reasons.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No better than black route. I object to the red route for financial and ecological reasons.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No better than black route.

I object to the purple route for financial and ecological reasons.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If people don't like the congestion at rush hour on M4, use public transport or travel at different times! Much better to improve A48 from junction 28 M4 to junction 23 A M4 - the blue route traffic numbers have been stable for 7 years- it's not increasing, so this new motorway is even less necessary.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

We must protect natural habitats - rare plants with all sorts of potential health benefits yet to be discovered - must protect and improve biodiversity, not limit it. Plants help to neutralise pollution - so important! It is illegal to damage any SSSI and new M4 corridor road would destroy 5 SSSIs. Madness!

### ***Q9. Additional comments***

Please provide any additional comments here.

We must not encourage more use of road transport. We must protect natural habitats and biodiversity. We could improve the existing road network (e.g. A48 - J28 - 23A) widen the Brynglas tunnel - maybe deeper underground rather than wider - and promote and improve public transport and make it cheaper and more accessible to everyone.

### ***Non fitting comments***

Non-fitting data

Further comments to whole form - esp Q9

By enhancing Southern Distributor Road (A48, A4180 etc.) for £1 billion less than the proposed new motorway, we would have a perfect M4 relief road round the south of Newport.

We do not have £1 billion to spend!

We are having to make numerous cuts in council services and hospitals and NHS, so it is ludicrous to even contemplate this unnecessary spending on the black, purple or red routes.

There is no financial benefit to the M4 relief road as has been shown over the last 29 years.

I would like the Welsh Government to publically set out its case for this relief road. To build 10 miles of 3 lane motorway to relieve a short stretch of 2 lane M4 (Brynglas Tunnels) is crazy! It is economic nonsense! There are numerous alternatives already in place which need enhancing.

The enhanced rail network/metro will take lots of traffic off the roads - goods and private cars - making this new road even more unnecessary.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no doubt that another route around Newport is required urgently. The decision in 2009 by the Welsh Assembly proves to be totally wrong, not to proceed. It will make traffic flow more easily and, benefit businesses access to markets, with the predicted increase in traffic. It will ease the pressure on the Bryn Glas tunnels, and avoid Newport becoming gridlocked when incidents occur. It will be completed in one go. Which is the positive aspect.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The only positive comment will be that naturally it will ease traffic on the present M4. Unfortunately this will not be benefited until completed. Due to the building in stages. And the amount of time this will take.

Taking into consideration that existing segments of road will be used, this will cause a lot of disruption.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same comments as the red route measures.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option does not come into the Eduation.

With the present problems of traffic and future predictions it is unthinkable not to do anything.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

A more efficient motorway, will create easier traffic flow, therefore creating less, noise and co, emissions presently you have a motorway where there is a lot of slow moving, traffic, passing residential buildings, and congestion causing a high level of noise pollution and gridlock situations.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The area where the new motorway is planned (black route) I have no doubt that there would be minimal effect on habitats. If there is we see from the past, how adaptable and change takes place, because nature is better in surviving than humans

### **Q7. Health Impact Assessment**

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

Naturally with less congestion of traffic this reduces stress/ frustration of drivers. This in turn provides people with better attitudes to work/ social/ family matters. Also less pollution

### **Q8. Equality Impact Assessment**

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

There is no doubt that people who use the motorway regular, are penalised because of their location of, work. Business etc. This affects their quality of life i.e stress, health, time spent with their families . Also easy access to local amenities. So an efficient motorway is essential.

### **Q9. Additional comments**

Please provide any additional comments here.

Naturally building a new motorway, it is essential that the land being affected, should be preserved so that people, and their families can still enjoy their surroundings

### **Non fitting comments**

Non-fitting data

Summary

The present M4 motorway has been causing problems for a longtime. The idea of replacing was toppled down in 2009 by the Welsh assembly.

There is no doubt that something must change. For the people of Newport, surrounding area and access of wales to the rest of Britain and Europe.

This is emphasized by the presentation of facts shown in the presentation.

There is only one alternative that is the buck route. The main benefits are -

Coping with the extra traffic volume. In the future. Benefit to businesses.

Easier traffic flow; less congestion.

Less emissions, noise to residential buildings.

Less stressfull tourists, benefiting peoples health.

Less accidents.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would be my first choice as this has had most detailed investigation, the addition of two junctions to connect to A48 either side of River Usk to make the biggest impact on alleviating Newport / M4 congestion. The redesignation of current M4 into a trunk road is to allow the fullest use of northern route for traffic flow and diversionary routes.

This route shows the ability to relieve current congestion and should be started as soon as possible, showing good relief of congestion to achieve M4 corridor problems.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route should only be considered if case on other constraints limit Black/Purple Routes from being implemented. A two lane dual carriageway would only show a small reduction in traffic on M4 as Newport orbital traffic would still largely use the northern route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is second choice and would offer similar relief as black route due to number of lanes and route.

Negative to Black route is studies and planning required to catch up with information with Black route.

Junctions would show less impact and cost due to positioning of route.

This is a good alternative route and will fulfill M4 corridor goals to relieve congestion.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

A do minimum/nothing scenario will only allow the current congestion in peak periods to continue to get more & more in a state of standstill and aggravation. Things will only get worse and more congested.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Any new road/motorway will affect the environment of its route to some extent, the Black/Purple proposals will have a low side effect, and will reduce pollution on current M4 by alleviating the congestion and its affects.

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

It is shown that verges and margins of motorways provide havens for some wildlife, inevitable impact on any development happens, Properly managed this will have less of a detrimental affect.

#### ***Q7. Health Impact Assessment***

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

Improvements to health impact on current M4 corridor by redirection in congestion and vehicles at standstill in hold ups producing less emissions.

#### ***Q8. Equality Impact Assessment***

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

Impact on draft plan on equality will allow speed in less stressful transition of travel around Newport due to free flowing traffic, allowing better family life.

#### ***Q9. Additional comments***

Please provide any additional comments here.

A relief plan implementation is long overdue around Newport. This will allow easier transition in and out of English for jobs, commerce and leisure, couple this with a reduction in T Bridge fees to enhance Wales/Newport/Cardiff life/leisure/commerce/jobs.

Organisation:

Postcode: NP4

***Non fitting comments***

Non-fitting data

(Editor's note: text from letter)

I oppose in the strongest possible terms to the M4 new motorway which will destroy the Gwent levels and numerous sites of special scientific interest (SSSIs).

There are other alternatives without damaging the Countryside which belongs to all of us and not the Government in London or the set up in Cardiff.

How do you or anyone have the right to destroy my country? How about stopping the charges on the Severn crossings? That would be a start then widen the existing motorway, why are we always expected to accept the destruction of any or everything?

(Editor's note: text from attachment)

I urge you and all the Labour lead Welsh Assembly members in control to drop your proposed destruction of the Gwent Marches for an M4 relief road.

At the end of the day, these are SSSI sites and you have the obligation to protect them on behalf of the people of Wales, I worked as a crime involving wildlife officer on the Gwent Levels for Gwent Police, this habitat is unique, no one has the right to destroy it, no one!

Why isn't the current M4 being widened? Effectively policed? And maintained.

Please look at other alternatives.

Organisation: The Newport Harbour  
Commissioners

Postcode: NP20

***Non fitting comments***

Non-fitting data

[Editor's note: text from letter]

Re: Proposals for New M4

Thank you for your recent email concerning the latest proposals for a new M4 to be constructed south of Newport.

We write to note that the Commissioner's objections, set out in detail when previous plans were put forward in 2008 and 2012, will remain pertinent to the plans currently being put forward also.

In summary the key objection to the proposals relate to the construction of a bridge over the River/dock which will limit the use of these waterways by commercial vessels. The limitations include height restrictions (relating to the clearance of the bridge), obstacles in the river itself (i.e. pillars in the river) and the possibility of a one-way fairway in the River. A more detailed response can be furnished to you also.

We would welcome further discussions on this matter during the construction process - the November meeting of the Commissioners takes place on the morning of 13 November, and this may be an appropriate time for further talks to take place.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is the best option it is the route I suggested during the first consultation.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not at all

**Q9. Additional comments**

Please provide any additional comments here.

The E.U. should be approached to provide some of the funding for the M4 pointing out that it is a strategic route from Ireland and West Wales to Europe.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From my own personal point of view, all the routes at J23A come too close to where I live in this village, Magor. There is mention in the comprehensive 'draft line' document that noise will affect the Duffryn area of Newport - nothing is mentioned about noise levels at the west side of Magor village and thereabouts. I would like to see the route varied to go north of the current services, then taken through between 'quay point' (planned development) and then anywhere to the east end of Tata Steel Works, thus also avoiding any further infringement into the Reedwick and Llandevenny SSSI

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per question 1 and on the draft plan - not enough detail of exactly where and how close to the residents at the west side of the quiet village - the proposed line will take.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As per question 1 and 2. I will fortunately not be affected by that section but no doubt others will. The further away from population the better.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We could make better use of what exists now.

- Make 44 ton lorries use the route at quieter times of the 24 day.
- Suggest a start time for various industries in and around Newport.
- Don't allow heavy loads to be moved in peaktimes.
- Advertise the SDR
- Build flyovers and underpasses on SDR and remove traffic light junctions.
- Start schools at 10.00am

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am not clear on what this means? What does 'high level protection mean'

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
As the main air flow is from the S.W. I can see that with all the bunding, cuttings in the area west of Magor will not stop noise from the proposed route being directed towards where I live. My peace and quiet will be greatly affected. Light pollution will also be a problem.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment.

### **Q9. Additional comments**

Please provide any additional comments here.  
(Editor's note: See pdf provided seperately. Not entered - diagram of suggested alternative route scheme)

### **Non fitting comments**

Non-fitting data

- Please explain why the proposed route is run so close to the west side of Magor ie. my home. There appears to be the (Editor's note: 1 word illegible) of flip roads approx 500 metres west of 23A. Why are they there? Its this point where the new M4 route could pass over the existing M4, after going north of Magor services in a loop. It could then find its way through sparsley populated land to the east end of Tata Steel Works (please see my reply to Q1).

- I am very concerned as to how the plan will affect my house price when I come to sell. I strongly believe that the plan will have a negative effect on value. Will I be compensated for this?

- Stop chipping at a problem with SDR/relief roads, new M4, etc. Just bite the bullet and build the barrage. You then have power, a motorway crossing and a new rail work all in one go. That should take care of things for at least 200 years, in this area at least.

Organisation:

Postcode: LD7

***Non fitting comments***

Non-fitting data

I implore you to drop the plans to build a seven mile stretch of motorway across the Gwent levels.

Wetlands all over the world are threatened and we cannot afford to lose any more. The Newport National Nature Reserve is ecologically extremely important.

The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

I cannot believe this proposal is being taken seriously: the path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife - including five SSSIs - destroying the habitat of several threatened species including water voles. Additionally, the motorway would cut the levels in half, threatening wildlife even further. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

How can the Welsh government justify spending over £1 billion on this monstrous and destructive project? The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future. Therefore it seems this road is not even needed. Please think further ahead. I do not want future generations to live in a world of roads and developments where there are no longer any surviving wild creatures.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Proposed M4 relief road around Newport

My name is (Editor's note: personal details removed) and I live at (Editor's note: personal details removed). I am in favour of the M4 relief road around Newport (Black route on the draft plan for the following reasons.

1. the traffic is going increase drastically in addition to what's stated in the plan now that planning permission has been given for 4000 houses on the old Llanwern steelworks and a further 1200 houses on the old Alcan site in Rogerstone and also 150 houses on the old Tredegar Park golf course. Many of the potential residents of these areas will no doubt be using the M4 to commute to Cardiff, Bristol and further afield.
2. Without this relief road future investment in business and tourism in South Wales will be in jeopardy because potential investors will be put off by having their service vehicles/customers gridlocked for hours at busy times on the M4 around Newport.

Obliviously its not part of this consultation and I know its going to be reviewed in the future but it does relates to point 2 above is the Severn Bridge Tolls in conjunction with traffic conjection on the M4 around Newport is crippling the South Wales economy.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Post code search

Having spoken to you the other evening at Magor Church, here is the post code of the property in Goldcliff that we are interested in buying.

Please can you send me any information of how the latest proposals may affect this property (noise, views). (Editor's note: personal details removed)

Also we picked up the English version of the draft plan consultation document the other night. I work in a Welsh school am looking at environmental issues with my class. I wondered if you could send / email a copy of the welsh version. I am particularly interested in using the map. Do you have an education service wherby someone can come out to a school and talk about current environmental issues. My school is in Caldicot.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Hopefully this should solve the problems of the M4 motorway at Brynglas Tunnels and consider it the only viable option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do not consider this would create a totally satisfactory solution as it would pass through already congested areas. In addition it would be in close proximity to existing residential areas.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Totally satisfactory.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario of proposals would do nothing to improve the flow of traffic through the Brynglas Tunnels which is the major route into South Wales via the M4. If the Black Route was constructed it is assumed that the traffic flow around the North of Newport on the M4 would be so low that the 'do minimum' scenario would be necessary.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Using the Black Route would result in considerable traffic reduction around the North of Newport where it passes close to residential areas and should improve environmental issues both in noise and pollution.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None.

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Using the black route should considerably reduce health impacts from traffic around the north of Newport as previously commented.

#### ***Non fitting comments***

Non-fitting data

In conclusion we can see no other solution to the traffic problems on the M4 from junction 24 to junction 28 but to construct the black route motorway. It is thought any other proposal does not come near to solving Newport's motorway traffic problems.

Future traffic into Wales from the east will surely increase with time. Therefore what might appear to be drastic action with the black route is the only solution.

The M4 is the only major route into South and West Wales from the east and improvement is essential.

We totally agree with the goals set out on page 4 and problems listed on page 5.

Organisation:

Postcode: CF61

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will address the problems but for the docks to remain will require high level bridge with associated lone approach viaducts.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Would not have same level of resilience to address the problems. Would introduce more junctions within Newport. New road should be more of a bypass and not a new series of junctions.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will address the goals and likely to allow a lower height bridge and hence shorter approach viaducts. Would give better options for additional junction.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has been tried and tested for the last 30 years and has never solved the problems.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comments

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Removing the regular traffic jams should produce health results.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comments.

**Q9. Additional comments**

Please provide any additional comments here.

The existing M4 in Newport has always had too many junctions and hence attracted too much local short journey traffic. Any new motorway should not include junctions between existing J23A and J29

Organisation:

Postcode: NP23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The problems around Newport will maybe be elevated in the short - term but building more roads just creates more cars, noise pollution and co2 which causes climate change ( yes it is scientifically proven unless you vote Conservative!!). Global warming is more important than building roads. Why not invest in public transport?

Are you aware Norway get 97% of the energy from renewables, how about the UK (6%) that is a disgrace, greed & financial gain always overcome what is right, it is about time we took a good look at the way we live our selfish little lives.

The earth is slowly dying around us, this is not sensationalism this is based on evidence from someone who is young (fears about the future) & who is well educated (i.e to PHD level) please Q4 - 6!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see Q1

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The development would have a huge impact on SSSI of the Newport wetland & surrounding area.

These though relatively large areas are few & far between amongst the hugely overpopulated area of S Wales, our remaining wet lands are under evergrowing pressure and should be given full protection - not just cast aside when economic matters require.

**Q7. Health Impact Assessment**

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

Could not care less, with obesity, smoking, drinking, this will probably have relatively little impact

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is clearly the one that should be adopted. The (new) road has to be of M/W standard - & speedy flow.

It also is the route that (Editors note: illegible word) a minimum of disruption is Newport centre.

Also ensure structures are designed at the output & take a widened carriageway (4 lane?) which will be required within next 10 year (i.e by 2023)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route - as a dual 2 - lane road doesn't address the problem.

If it existed now (W13) it couldn't cope with current volume.

This cannot be taken as a senior contender.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

At least this alternative would be 3 lane M/W - but why consider this when the black route is so clearly a more sensible option.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

For too long, UK has been a 'do minimum' - or (idealy) 'do nothing' country.

Investment is vital - as the 'do minimum' scenario is a non - contender.

**Q9. Additional comments**

Please provide any additional comments here.

Set the minister & adopt black route; get road designed a gap! Get the order through inquiry (if no option) - a get the road built.

It is that people!

Organisation: Cavendish Coaches  
CF40 2JP

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will be the best option as long as there is an entry/ exit point mid route at least

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route goes to near residential areas

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Do minimum will not address any of the issues that the M4 route road is being built for.

**Non fitting comments**

Non-fitting data

I feel the best option with any solution motorway would be to have it as an extension of the M48 there would be no wasted cost of re classifying the current M4 and would mean the junction numbers will be unaffected for the whole of the M4.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does not take into regard the increasing move by major haulage companies from road to rail (Tesco's, Sainsbury etc.)

All the new road proposal will simply move to noise, pollution etc around the place rather than address the core issue.

Also none of these question ask what is my objection to the new road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Expand the tunnel. Live with the fact that the M4 through Newport is a 40 - 50 mph zone.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See Q1 but as I said the new road will simply make noise and pollution around instead of addressing it

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

one a road is built is will never be unbuilt.

The fact is that valuable habitats will be degraded and eventually someone will make the cut to down grade and build upon them. Good for banks, bad for people.

**Q9. Additional comments**

Please provide any additional comments here.

(Editor's note: annotations next to 'Transport related problems', '12. The current accident rates on the M4 between Magor and Castleton are higher than average for UK motorways' and '14. Some people's driving behaviour leads to increased accidents (e.g. speeding, lane hogging, unlicensed drivers.)')

How does a new road solve this?

(Editor's note: annotations next to 'Transport related problems', '13. The existing M4 is an inadequate standard compared to modern deisgn standards')

Improve it

(Editor's note: annotations next to 'Transport related problems', '15. There is a lack of adequate sustainable integrated transport alternatives for existing road users.')

Rail

Organisation:

Postcode: NP7

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any problems that may be addressed by such a plan would be far outweighed by the damage - irreversible caused to the national habitat it would cut across - e.g the Gwent levels.

Once it has been deposited, it is gone forever.

I object this plan.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The same reasons given in Question 1.

'A reasonable alternative' seems a spurious agreement.

Yes I object to this plan also.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Another motorway plan?

Yes, I object to this plan.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Increased traffic generated by the draft plan would inevitably result in more pollution.

**Q9. Additional comments**

Please provide any additional comments here.

Such a plan would cut through, and create a barrier between the wildlife area.

There would be a strong probability of farther development, and even more pollution.

The cost of such a plan would be huge. (The public pays.)

The cost of nature? Inexplicable, irreparable damage.

***Non fitting comments***

Non-fitting data

The philosophy behind the 'need' for such a plan is puzzling.

Several points come to mind that cause this puzzlement!

Improvement in public transport would improve road congestion

The same goes for rail services with additional stations.

An upgrade of the current road networks would help, e.g A48

Although congestion is high at certain periods, general observations indicate that Newport and SE Wales has not come to a standstill.

There must be better ways to spend £1 billion - or thereabouts?

The Gwent levels and surrounding areas are home to delicate ecosystems, with 7 SSSI's amongst them. Cut a swathe through these and they are gone forever.

Organisation:

Postcode: CF14

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will resolve the traffic problems which occur and which will get worse on this strategic route and which are presenting a psychological as well as physical negative effect on inward investment. It has an additional advantage in providing an opportunity to set a limit to the southern development of Newport into the levels west of the Usk.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not a solution to the problem. It is a short term palliative and would not eliminate the need for a future motorway. Moreover it would sterilise the optimum route and force any new motorway which would eventually be necessary further into the Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The route does offer an alternative, marginally more expensive, but its benefits cannot be assessed fully without being able to compare the structures necessary to cross the Usk and the Avon north of the dock. These could be more intensive than the route further south across the Dock Area.

Its proximity to Dyffryn is a disadvantage over the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Completely ineffective and a waste of money - it only delays construction of an alternative route, not eliminating the need.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The environmental assessment for landscape and biodiversity is given too great a negative assessment for the Black Route in particular. Both should be at least 'Orange' not 'Red'. There are few people who would be usually effected - main views would be from the South - The SSI's main interest as in the near system which is visually unaffected. Crossings of the Usk would have minimal effect post-construction.

The usual effects of the elevated level section of the Usk and westward would in the urban environment be no more of a problem than the elevated section of the M4 at Baglan which has become part of the landscape (and loss of an impact than the Avon Mouth Bridge on the M5!)

No account has been taken of the opportunities during design and construction to mitigate and even improve the situation. For example, the steelworks waste slag tip could be used for construction materials and the area perhaps even partly restored to original wetlands. The municipal waste tip could be relandscaped outside the highway corridor to provide a civic amenity. Effects on the minimal amount of SSI's can easily be compensated for during construction. Post-construction these would seem to be negligible long term effects.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Significance should be orange not red. Previous experience of the effects of new infrastructure have shown that post-construction negative effects are minimal. Designs these days are well-engineered to cater for many varieties of wildlife.

Care needs to be taken during construction perhaps but longterm the effects are minimal, and in some cases beneficial. Compare A55 Conway for example with new habitats created.

No account has been taken of the opportunities during design and construction to mitigate and even improve the situation. For example, the steelworks waste slag tip could be used for construction materials and the area perhaps even partly restored to original wetlands. The municipal waste tip could be relandscaped outside the highway corridor to provide a civic amenity. Effects on the minimal amount of SSI's can easily be compensated for during construction. Post-construction these would seem to be negligible long term effects.

#### **Q7. Health Impact Assessment**

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

The Black Route is an improvement on the current situation! Hardly a major area of concern - given too high consideration in relation to other aspects of the study.

#### **Q8. Equality Impact Assessment**

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

Hardly a critical issue in relation to the major traffic problems! Given too much weighting in the examination.

### ***Q9. Additional comments***

Please provide any additional comments here.

Prior to the formation of the National Assembly the Welsh Office had sufficient resources to construct major infrastructure projects in North and South Wales (M4 and A55 particularly) as well as less expensive road improvements to the Trunk Road Network (eg. A470 and A483). The Assembly has deviated these resources to other areas and failed to consider properly the strategic infrastructure needs of the Principality - hence the considerable delay to a project identified as necessary in 1991!

### ***Non fitting comments***

Non-fitting data

The 'traffic light' system of summary is a useful way of condensing the various aspects of the 4 choices but some recognition is needed of the differing importance of the headings in Table 10 to reflect the relative weighting e.g. the strategic importance to the economy is in the table of similar size to Greenhouse Gases, Landscape whereas it could be suggested that these in relation to a value of 100 say for TEE they would be perhaps 10 and 30 respectively, growing the table a more representative summary of importance.

Similarly Table II could have rows twice as big for 4 key goals.

Organisation:

Postcode: NP10

***Non fitting comments***

Non-fitting data

Subject: Objection to M4 extension

Having had the misfortune to be stuck, as a travelling passenger, in one of the many queues of barely moving traffic leaving Newport at what I now call 'office chucking out time' on far too many occasions I use my time checking the numbers of vehicles which are carrying more than one (the driver) person. At a rough guess I would estimate probably one in fifteen may have one or two passengers. So I have to ask what is the point of continuing to widen roads from two to three lanes or three to four lanes, to build more and more roads and destroy more and more of our precious countryside of which far too much is already being destroyed by building more and more housing estates instead of concentrating on spending some time and giving some thought to encouraging people out of their cars and either onto buses or trains or into other people's cars in a 'car share' arrangement by providing adequate parking areas which are convenient for the majority of workers. We see so many lay-bys with nose to tail cars belonging to people who are obviously car sharing or is it just easier for local authorities to agree to yet another countryside destroying motorway which in years to come, will also need widening or even worse, when the planners will be saying 'we can solve this problem with another motorway - the M321 or the M420'?

Why not invest the millions of pounds the new road would cost in the public transport we already have?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: No need for new M4 over Gwent Levels

Draft plans for a new 7-mile stretch of M4 through the Gwent Levels would irrevocably damage this valuable wetland site, cost over £1 billion and not be fully operational until 2031. Draft plans are based on out-of-date traffic figures. If any upgrade of the motorway is needed there are cheaper and less damaging alternatives.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: New motorway

please find an alternative for the planned new motorway. In these troubled times when it is often our defenceless wildlife that takes the brunt of our ill thought out schemes. I believe that we should always go the extra mile (no pun intended) so to preserve our beautiful land and the creatures in it.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Motorway

I haven't visited South Wales for years but when I was a child I used to ramble on the Newprt levels, a wonderful place for nature, and it's been improved, with serious protection/conservation since then.

There are better things to do with it than build a motorway - improve the roads somewhere else (and less expensively).

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 relief road

I'd like to strongly disagree with any plans to build a relief road around the south of Newport.

I do not believe that the volume of traffic warrants additional construction, the new bypass through Llanwern Steelworks provides some relief in the rare event of the M4 closing, and I would rather see some experimentation with the closure of M4 junction sliproads around the Brynglas tunnels to assess the effect on rush hour traffic.

The consequences to the wildlife in the Gwent Levels is likely to be significant, and it is hard to predict just what long term effects this could have on nature in our area.

Finally, previous history has shown that large scale government projects such as the Senedd end up significantly more expensive than the original quote, so I am very sceptical that the £1 billion estimate is accurate.

Please do not spend my taxes on this venture, I would far rather see it spent on increasing police presence on the streets, and upgrading our aging school buildings and facilities.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 extension/bypass

I would like to register my utter disgust at the plans to build an upgrade/bypass to the M4 on what is currently an RSPB reserve. Even if such a road was needed (and this seems doubtful, given that the evidence it is based on is outdated), surely there must be a way to do it without destroying Sites of Special Scientific Interest on the Gwent Levels.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Upgrading the M4 around Newport

I wish to register my discontent with the proposed upgrade of the M4 in the Newport area. These roadworks will destroy the natural habitat of much of the local wildlife in this area and more importantly you will be building across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels

Please rethink your proposal and do not damage this land for the sake of shipping more vehicles across the country and adding further to Britain's pollution levels

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Please drop the proposal for a new motorway across the Gwent Levels.

Please drop the proposal for a new motorway across the Gwent Levels, as I believe the site is very important for wildlife and plants. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique 'reens'; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife, including five Special Sites of Scientific Interest.

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

From articles that I have read in the local press, it would also seem the cost of the new motorway would be astronomical - over £1 billion. I believe more sustainable and cheaper alternatives could be implemented sooner rather than later.

I hope you will take my concerns on board and drop these proposals for a new motorway across the Gwent Levels.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Objection to Motorway plan

I am writing to object strongly to the proposal for a new motorway across the Gwent Levels.

The government has recognised the importance of this area by issuing SSSI status because of its importance in providing a wildlife corridor, migration route and habitat for national and internationally important species. To then destroy exactly that habitat by building 5 miles of motorway across it is perverse. What is the point of giving SSSI status if it has such little protection?

We simply cannot keep selfishly destroying land, which we recognise as worthy of our protection, because of expedience in this way - where do we stop? Surely now is your opportunity to follow a modern sustainable approach rather than the out dated one of sweeping all aside in the name of economic growth.

I understand the cost of this plan may be over £1 billion and will not be finished until 2031, whereas more sustainable, cheaper alternatives could be implemented in a shorter time frame. Therefore shouldn't these more sustainable alternatives be implemented? The Welsh government's own traffic figures indicate that M4 traffic volume has fallen since 2007, and there is no robust evidence to support a significant rise in the future. Where is the huge demand to warrant the destruction which the motorway would bring?

I hope you will consider my comments and block this damaging proposal.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent levels

I have just heard about the proposal to build a motorway across the Gwent levels which I found hard to believe. There are several areas of SSI and this is an unspoilt area in a well developed region. It is very important that this proposal is rejected at an early stage to prevent disruption through surveying etc. Surely there are alternatives? Please do what you can to stop this now.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent Levels

I understand that the Welsh Government has plans to build a lengthy stretch of Motorway south of Newport which will pass through and inevitably damage this important wetland, including several Sites of Special Scientific Interest. Much wildlife lives in these wetlands, and the SSSI designation recognises the importance of the area. It must not be destroyed or damaged, and I ask you, as Minister for Transport, to do everything you possibly can to ensure that no development of any sort impinges in any way upon these valuable habitats. There are less damaging alternatives.

We share this planet with wildlife of every variety, and we should not disregard their welfare in sole and selfish pursuit of human interest.

Please leave these wetlands untouched.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent levels

being a avid lover of wildlife and nature in general I would like to see the scrapping of the motorway along the Gwent levels, it would cause irreparable damage to the wildlife, which is of great importance to us all and our children do we really need another stretch of motorway, and during this time of tightening of government spending the money could be better spent elsewhere.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 relief road

I read the CALM article in this months edition of the Villager. We live in Magor, having moved from Langstone four years ago as a result of feeling hemmed in by the A449 and M4. We suffered constant traffic noise which spoilt living in a very nice area. We now discover that the M4 relief road will do exactly the same affecting the area where we now live. We already have a new feeder road which seems to be functioning well, wouldn't it make sense to develop it further rather than spend huge sums of money on another relief road. It is interesting that we are all becoming more conscious of how due to our insatiable appetite for more goods and services we are damaging our environment and yet we continue to destroy it. Magor and the surrounding area is very proud of the wetlands which has developed so much in recent times and provides a safe haven for wildlife and is a lovely place to visit. There has been much information recently on the effects of pollution on our watercourses being detrimental to wildlife and to farming. Please will you lobby for common sense to prevail. We don't need another major road in this area when there is the alternative of an existing road that can suffice.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Funding for M4 relief road

With the announcement of the new M4 relief road to be funded with £1Bn of Welsh Assembly money, could you please inform me if there are currently any plans to upgrade the A55 in the near future?

If there are no plans could you tell me how £1Bn could improve this vital link road as currently it only takes one accident to close this route completely for hours.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: fix NPT

Its shocking that you want to spend on that part of M4 when I have complained about driving conditions through Port Talbot to Llansamlet since 2010 with email as proof spoken to the coronor for Bridgend who advised me. Spoken to NPT Council emailed councilor No Response ..another accident there as i send this.. ? what do NPT council do with the money they get for roads because my complaint covered also the road from Maesteg to Port Talbot and guess what ? Well in the wet and Ice go take a trip and see for yourselves.. Take a boat if its wet and skies for the cold night that follows..

Organisation:

Postcode: NP12

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is unnecessary, destructive and a blight on the Welsh landscape.

Having experience roads designed to reduce/alleviate congestion they do not work as the roads bring developments and inherent increase in traffic.

I object to Black Route, as it will destroy a habitat of biodiversity that is the best in Wales this area is an unique asset.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This dual carriageway is as unnecessary as Purple and Black route. It is an expensive route destroying environment, SSI's and not addressing the specific requirements of Newport.

However fast you travel out of Wales you hit the bridge which slows down traffic or hit congestion of Cardiff and its environs.

I object to the red route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Another unimaginative plan a 3 lane motorway of destruction, destroying landscape that has been harnessed constructively by man and nature for thousands of years.

This is a route of creating more lanes of traffic and is not a solution.

I object to purple route.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. From my knowledge destroying part/all of a green lung of Newport must have a negative impact!

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Welsh Government should be using public transport that is integrated, sustainable and accessible to all rather than cars that are having roads designed for the 'wealthy' to dash quicker to their 2nd homes/trips to London etc.

### **Q9. Additional comments**

Please provide any additional comments here.

In my opinion the minimum option makes sense to nature, society and economy. The money not spent could be used to improve the quality of life for people living in SE Wales by improving people centric public projects including health, education and economic renewal projects of work and creating new small business opportunity. In addition, using the money not spent in ensuring Wales is a flagship of environmental conservation and improvement.

The area being proposed for destruction by the building of red, black or purple route has SSSI's these are precious assets of SE Wales. When roads are built construction and development is created along the routes.

Use the roads already in place - the under utilised new Southern Road through Llanwern/A48 directing traffic from valleys travelling East M4 through Cwmbran missing the tunnels.

The Welsh Assembly Government should be protecting valuable land for future generations not sanctioning its destruction. It is well documented that the area has a large community of water voles, and from other misguided projects.

When they are separated by roads/other man made barriers their population crashes - do not lose this iconic mammal from Newport's landscape. The plans are simply unjustifiable, weakening Newport as a city and destroying habitat. The whole consultation process is complex and will put many people off from commenting.

When faced with complex views - this is not enabling people to have a democratic say.

Please listen before it is too late. Protect for our children this valuable/unique special landscape. This is an integral part of our Welsh heritage.

Organisation:

Postcode: CF23

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q9

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q9

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q9

**Q9. Additional comments**

Please provide any additional comments here.

I object to all three routes and any route which seriously encroaches on and damages the SSSI's of the Gwent levels.

Has research been done to show that the road schemes are necessary?

Where are the results of any professionally executed scientific research?

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Blake Route proposed

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route proposed.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route proposed.

**Q9. Additional comments**

Please provide any additional comments here.

I object to the three routes suggested. I am a daily user of the M4 and a Newport resident. Although it is inconvenient when I am stuck in traffic it will be more distressing if the Gwent Levels are destroyed. I support the Blue Route provided by Professor Cole.

**Non fitting comments**

Non-fitting data

There are several reasons I can not support the red, black and purple routes for this development:

- It will not lead to further development in Newport, just a faster way to bypass an already struggling community.
- The natural environment will not recover.
- Wildlife that currently resides on these routes will die or be destroyed.
- The Gwent Levels are unique and should be celebrated.
- I rarely get stuck in traffic, in and around Newport on the M4 despite using it daily for work.
- I feel that the consultation process is for those in industry rather than the local people who will receive the greatest impact.
- I understand that 1.25 billion pounds has been ringfenced for traffic management - could you not spend more on public transport links for communities that are cut off from vital services.

Organisation:

Postcode: NP26

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will effect its wild life and the surrounding areas.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will effect its wild life and the surrounding areas.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this route as it will effect its wild life and the surrounding areas.

***Q9. Additional comments***

Please provide any additional comments here.

I would like to see however improved rail services and additional stations.

I also object greatly to the Park and ride suggestion as the influx of traffic would affect where I live.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my subsequent comments.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not sure what the 'do minimum' scenario actually means, but my subsequent comments indicate my feeling regarding the proposed M4 corridor.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I am certainly not in favour of unlimited development of natural areas, but given the increasing volume of traffic understand that new roads are required.

**Q7. Health Impact Assessment**

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

Quite obviously will reduce stress levels of the driving public, and presumably, having less gradients will reduce hydro carbon levels.

**Q8. Equality Impact Assessment**

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

You must be joking!

**Q9. Additional comments**

Please provide any additional comments here.

I am not really concerned about which scheme is adopted, but it is blatantly obvious that the existing M4 around Newport is unable to handle the present volume of traffic, and that from every aspect a new M4 corridor is urgently required.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I am not in favour of the Black Route or any other route, given the loss of green belt/wedge and its environmental costs. What was originally proposed as a relief road is now upgraded to be "the M4" - 6 lane and hard shoulder all at an unaffordable price. Which will no doubt escalate! This is short sighted and gives precedence to roads over people and places.

Having attended the consultation/exhibition there is no information regarding the junction/intersection and layout available in Coedkernon.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Red Route is no better.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Purple route totally damaging.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is for more sustainable given the environmental impact of cutting and elevating a 6 lane motorway through precious green belt.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This is no substitute for desecration of valuable habitat and untold impact upon the visual environment in the areas affected - noise, light pollution and effect on semi-estuarine wildlife - birds, bats, beneficial insects etc.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

A new motorway will give rise to the proliferation of alien flora to the area, as can be demonstrated along the verges of any road or motorway. Bats will have their fly routes interrupted and destroyed. The estuarine air quality will plummet.

**Q7. Health Impact Assessment**

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

- Air quality will be drastically affected
- Light pollution will be very intense
- Wild life - crucial to our well being will be drastically affected
- Noise will affect both people living near the proposed line of the motorway

**Q8. Equality Impact Assessment**

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

What possible equality improvement such as cycling could be improved by such a sentence. It would be better to spend the funds on substantial improvement of the current low level of amenity.

**Q9. Additional comments**

Please provide any additional comments here.

My wife and I are appalled at the quality of these leading questions. In no way has any of this information conveyed the environmental - negative - impact of this retrograde project and associated exorbitant costs.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Obviously by-passing the tunnels with a new 3 lane motorway will achieve many of the goals - but is the cost justified? The absence of any junctions between the existing J 23-29 would mean local traffic was excluded - a good thing for the long-distance traffic.

A declassified existing M4 would save money and mean a much simpler and cheaper connection at Magor. The M45/B4245 link should be completed anyway as it gives obvious standalone benefits.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Generally not worth spending more money on yet another non-motorway road on this side of Newport.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As black route!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Probably the problems will just get worse.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route seems as though it will fully address the problems and achieve the goals of the M4 corridor around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route appears to be a shorter term fix and will not address the problems or achieve the goals of the M4 corridor around Newport longer term.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route seems as though it will fully address the problems and achieve the goals of the M4 corridor around Newport. However, the proximity to Puttryn residential areas is a concern.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario will not address the problems and achieve the goals of the M4 corridor around Newport.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red and purple options, whilst having a lesser environmental impact, are still felt to be only shorter term solutions to ever increasing problems around Newport on the M4 Jcns 23-29.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see Q1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see Q1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In view of the current 'non standard' state of the M4 (Jcns 24-29) and the major upgrading necessary within the present decade, this option should not be of serious consideration at any level.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See comment sheet.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See comment sheet.

**Q7. Health Impact Assessment**

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

See comment sheet.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
See sheet for comments.

#### ***Non fitting comments***

Non-fitting data

Travel habits:

answer does not include public transport journeys of at least 10 times a month on routes via the local M4. (Cardiff - Swansea - Chepstow - LHR.)

Questions 5 - 8. SEA, HRA, HIA, EIA.

As there are assessments, it is difficult to quantify an informed response. However, personal experience of the Brynglas tunnels by-pass (A4042) some years ago, the improvements by far outweigh the disadvantages. Further, we assume all legal and environmental responsibilities would be monitored by the relevant regulatory bodies at all stages.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route seems to me to cover all the criteria set. It would be seen as a road to use to avoid Newport, leaving the existing M4 to act as a service road for the city.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route does not seem to fit many criteria. It is only a 2 lane highway and there exists already one of those to the south of the city that fulfills this designation. It would be of disadvantage to the city as it will not have the capacity to cope with future demand.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route has the advantage of being a motorway and hence the ability to deal with demand. It will meet most of the goals set as does the Black Route but like all proposed routes, the air quality, the noise pollution and the environmental impact will be severe.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I agree that the situation cannot carry on as it is at present. A 'do minimum scenario' is not an acceptable option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All three routes proposed have severe impacts on the environment as they cross SSSIs.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As all three proposed routes cross SSSIs the habitats of the flora and fauna are bound to be damaged. In addition, the Black Route is likely to impact on the listed Nature Reserve.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. The impact of these proposals on the health of the citizens of Newport will be most severe in the Duffryn area. The presence of schools here is a real issue. The Red and Purple Routes will also impact on the city centre more than the Black Route.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. When the new road is open its impact will benefit by those who can move smoothly past Newport as well as those who continue to use the current M4 as a route to/from the city. All should benefit.

**Q9. Additional comments**

Please provide any additional comments here. For now the Black Route is the only viable choice from the three proposed routes. However, I do not believe yet that the Black Route is the best for the area. I have seen no other viable alternatives put forward.

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- The Black Route would achieve the main goals of the M4 Corridor around Newport.

- Least disruptive than Red or Purple options which come close to the Newport Southern Distributor Road.

- In order to access Castleton/Marshfield residential areas one has to leave the M4 at Tredegar Park J28 and drive along the A48. The new proposals do not include a link road from J29 Castleton to Castleton itself. Residents of Castleton/Marshfield would find using any new route proposed difficult to access without travelling to J30 initially - the opposite direction.

**Q9. Additional comments**

Please provide any additional comments here.

There does not appear to be much benefit in the proposals for commuting residents of Castleton/Marshfield. Consideration should be given to a railway station at Marshfield on the main South Wales line between Newport and Cardiff. With the significant increase in residential homes in the area there would be great demand and help ease existing traffic congestion in/out of Newport and Cardiff and on the motorway network itself.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will address all the problems at present encountered when travelling from junction 25 to 28.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I am particularly interested in the environment, notably the SSSIs. I realise that there is to be a full EIA produced later, but I am disappointed that some of the likely environmental issues are only briefly mentioned.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the Black Route is the best option as it would impact less on the environment as a brand new road rather than trying to use parts of existing roads.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Cause more problems than it would solve.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do nothing would increase the problems to an unacceptable level in the near future.

**Q9. Additional comments**

Please provide any additional comments here.

Traffic need to be moved away from housing.

Organisation: Road Haulage  
Association

Postcode: BS9

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The M4 corridor around Newport is an important strategic route for the transportation of goods like heavy goods vehicles which should be done safely, efficiently and with minimum impact on the environment.

Safety of other road users is of primary concern for the Association and a reduction of regular congestion of peak times would remove the cause of frustration for drivers as well as increase efficiency and benefit the environment.

This is because a lorry operates at its most efficient and environmentally friendly when the necessity to change gear is eliminated.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This scenario would not be as beneficial as the black route.

Organisation:

Postcode: NP15

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the draft plan (Black Route) on the following grounds:

- 1) It cuts across four SSSIs which are the habit and migratory routes of rare and endangered species.
- 2) Inevitably, further development will take place (see point 7.2 in the Draft Plan Consultation) and will encroach further into the SSSIs.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red route as a viable alternative on the same grounds as my objections to the black route, since they largely follow the same route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple route for the same reasons given above.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe that there is sufficient evidence to justify the proposed routes. The consultation document shows no traffic growth between junctions 26/27 for eleven years (2001-2012). I agree, however, that peak time congestion is a huge problem. The 5-20 mile journeys (40%) show a need for better local transport options. This could be ameliorated by upgrading the Southern Distributer road and using the steelworks road. A good park and ride option would help commuters to those working in new developments (Point 6 in this document).

This is a response to Question 4

From my own experience:

The statistics show that local use of the M4 for short journeys is very high – 40% for 5-20 miles. Before the SDR was built, my husband and I travelled to work separately, we worked on opposite sides on Newport and congestion on the M4 meant that it was impossible to travel together. So we contributed to the congestion/pollution/gas emission. When the SDR and the river bridge were completed, we travelled together taking one vehicle off the M4. This demonstrates that local transport improvement really does work, leaving the M4 or an alternative M4 (using existing upgraded infrastructure) for HGV's and releasing almost half of those short journey people off the M4.

Newport is a town which has suffered years of decline. It should not be regarded as an irritating bottleneck between England and Cardiff but should be a prime consideration in this process. Don't waste risk sums of money on a vanity project Ms Hart, include Newport, save money. Make Newport a happy place again.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This response form makes no reference to the environmental disruption during or after the building of the road. The consideration documents recognises that the proposed routes will result in the loss of 60ha of SSSI, and 60ha of quality agricultural land at Castleton. It notes that the proposed bridge will cover the Usk's SAC designation. But only one or two sentences refer to the environmental impact in terms of planting trees to reduce visual impact - a cosmetic screen but of no value to the disrupted and further threatened wildlife and flora.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

If habitat regulations are to have any meaning at all, why has this not appeared as a priority when planning major roadworks? Not only is wildlife threatened, but historic houses and monuments (a villages and standing stones) would be destroyed/moved. Wales should be very proud of the work which has safeguarded a wide diversity of endangered species in the Gwent Levels. To disrupt and destroy a major part of this would be a shameful act of extreme environmental destruction.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. The impact of any road building will negatively affect people and wildlife habitat. While possibly reducing air pollution and noise pollution on the existing routes, it will increase it elsewhere. An aspect of Health Impact Assessment which the Consultation document does not consider is the stress of living with 'planning blight', ie living on or near the proposed routes, being unable to sell a house, living in a dread of disruption.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. If human rights are included in the Equality Impact Assessment, then the right to live in a house which is safe and the right to have major decisions made by you about compulsory purchase - to have your house destroyed - should be included in the process. The dragging out of these processes cause immense damage to mental health.

**Q9. Additional comments**

Please provide any additional comments here.

Please consider some of more enlightened 'do minimum' options:

- Upgrade Newport's SDR
- Use the Use the steelworks road in the plan
- Make better use of public transport- eg good parks rides for workers and shoppers
- Improve local transport routes, get that 40% 5-20 mile group of users off the motorway.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - this route will go through the Gwent Levels SSSI and cause irreversible negative impacts on the important interest features of this site. This is unacceptable.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - this route also goes through the Gwent Levels SSSI causing damage to the interest features - this is unacceptable.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object - as above, this route also goes through the Gwent Levels SSSI causing damage to the interest features - this is unacceptable.

Organisation:

Postcode: LL60

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the M4 relief road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

Organisation:

Postcode: SA11

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I approve of the proposed black route and complementary measures provided. There is no access itself between Magor & Castleton. This will result in a clean separation between the local and long distance traffic. Access from the motorway to the southern side of Newport is adequately provided by the steelworks access road and the southern distributor road.

This proposal will address the current problems and achieve the goals more effectively than either of the alternatives.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I consider this proposal to be inferior to the black route as it would not improve the M4 corridor for long-distance traffic.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I consider this proposal to be inferior to the black route apart from the possibility that it will be cheaper. My comments otherwise would be the same as Question 1.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This proposal will do little to solve the current problems on the M4, 23A to 29, but might have the effect to encouraging goal 19.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have not seen the S.E.A. but would not expect the proposal to have much environmental significance either negatively or positively.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have not seen the H.R.A. but my knowledge of the area suggests that the proposal would have a negative but slight impact on the wildlife and habitats. Specific mitigation measures should not be difficult or costly where required.

**Q7. Health Impact Assessment**

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

I have not seen the health impact assessment but would expect the proposal to achieve a positive, but slight, improvement in air quality by reducing stationary and slow-moving traffic.

**Q8. Equality Impact Assessment**

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

No comment

Organisation:

Postcode: NP16

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Cuts through parts of Gwent Levels SSSI I don't really think it will make a huge difference we need better public transport links.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Don't like it why do you need to put in another road when you're only just completed the road through Llanwern.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not a lot, why did you not make the Llanwern road three lanes when you built it.

**Q9. Additional comments**

Please provide any additional comments here.

Why do you want to waste 1.3 billion pounds when no-one has any money when you could adapt what you have for less i.e. the road through Llanwern which goes to junction 23A.

I use this road regularly and find it great to drive on. What is really needed I another bridge across the usk, so when the tunnels get blocked there is another bridging point across the usk.

But we know the M4 is in need of repair and may become structurally unsound so we need to build another motorway so the M4 can be repaired.

LG built a large white elephant at Imperial Park which was never used; why wreak more countryside and swathes of it.

Why not put more freight on to the railways as the South Wales between Newport and Magor ultimately going to be electrified.

Also there was talk about putting a railway through the Llanwern development.

Please consider putting the relief road along the Llanwern site as it will cause least disturbance and decrease cost.

Organisation:

Postcode: NP20

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

What good will do doing the minimum if in a few years more work will be necessary in streamlining traffic around Newport

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Simplified, the Draft Plan for the M4 corridor around Newport requires reclassification of the existing M4 between Magor and Castleton as a trunk road, and the construction of a new 3 lane motorway between Magor and Castleton by way of the TR111 protected corridor of the Black Route. My understanding of the basic concept is that 'commercial' and 'domestic' traffic will be largely separate, however its achieved. Based on goals for the M4 corridor around Newport / (Editor's note: illegible word) 1 to 15 and Transport Related Problems (1 to 17), I have no doubt (with the help of common sense) and years of driving on the many diverse roads in this country, that the preferred strategy is the best solution. Policing of the Magor / Castleton M4 is non-existent and should certainly figure in any future improvement plan. The road in its existing state is dangerous and improvement is very much overdue, however achieved.

Frankly Newport is extremely well served with cycling and walking opportunities which in my view is of a very low priority in justification for (Editor's note: illegible word).

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

An examination of 27 does not reveal any significant advantage of the Red route. Phasing could produce considerable disruption during the course of the work. Which would minimise any potential benefit.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Bearing in mind the impact on the landfill site and the proximity to the Duffryn residential area, I do not see any other advantage than the proposed link between M48 and B4245 which could be useful for the reasons given.

Other comments as for 'Draft Plan for the M4 corridor' vis a vis reclassification and M48 - B4245 link.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' is not worthy of comment, and simply confirms my firm conviction the Welsh Government really does not have any realistic plans to solve the Newport M4 problem any time soon.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I have no specific knowledge which equips me to even think about this.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I do not see how major improvement works could be carried out without some impact on SSSL's. What price progress?

**Q7. Health Impact Assessment**

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

Any improvement to a major artery like the M4 where it borders onto domestic properties/housing etc is to be heartily supported. My own experiences in proximity to a motorway with regard to air pollution and rush hour traffic chaos etc etc causes me want to believe that this will happen if and when the improvement scheme to the M4 actually happens?

**Q8. Equality Impact Assessment**

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

Do not understand the question.

**Q9. Additional comments**

Please provide any additional comments here.

N/A

**Non fitting comments**

Non-fitting data

Whilst strictly non relevant to the specific exercise, I cannot resist pointing out that an immediate improvement in the existing M4 corridor could be fairly simply achieved by a realistically balanced (and financed) policing policy/operation. Delays are preventably caused by stupidity of one sort or another, by individuals who know they are breaking the rules, but there are no incentives (or penalties) to create the desirable alternative to motorway madness. I cannot believe that this could NOT be achieved in the short term. Badly driven lorries and white vans (by the score), are in my view the real cause of the problem, which only encourages the local adventurous car-driving lunatics to exceed the speed limit by 10/20mph (80/90mph) in order to avoid any delay (real or imagined).

During the construction phase of the M4 improvements I am fairly certain that lives will be saved and journey times improved if serious consideration is given to rooting out the real causes of (Editor's note: illegible word) problems. How can doing nothing, even in the short term, be justified.

Severe apologies for the poor quality handwriting.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan (Black Route and its complementary measures) would be the most preferred route and the cheapest option.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would cause more problems around Maesglas area.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is another option that could cause problems.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would be more preferable and the easiest option moneywise and be a safer route.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The route which the Black Route does not affect the environment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This plan does not endanger habitats as any habitats can adapt to other areas.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Congestion reduction help allied road network less accidents.

If Newport were to develop as a city, a J23 and J29 would need to be expanded to accommodate flows, an entry and exit. A b lane would be more suitable. Probably by the time it is built, perhaps the down turn will have ended.

Finance is a problem, but I suggested a double width Severn bridge in 1964 was it?

Then the additional cost of a second one later!

Thousands of cars take to roads every year, by far the major problem is congestion solution (mostly 1 person in working days). Solution - test at 21 years hand in licence at 60 now, ouch!

Less residential impact. Both red and black affect SSSI perhaps screens could be erected?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route is closer to the central area of Newport, Consequently causing heavy pollution in an already busy environment serviced by traffic from valleys, Malpas, Maindel, Bridge, Kingsway, also Corporation Rd & Chepstow Road with limited out flow points at the centre, Old Green & other than George Sudbridge traffic, of course for the A48 etc!

Wildlife and historic. If there is an alternative, wildlife adapts. Historic, well progress must be considered, unless Newport's Norman castle, that should be sacrosanct and preserved.

A flyover could 'bridge' the docks area similar to the shaftesbury junction of the M4. Again the congestion relief of the red route, but it would choose the black routes being more remote from the city area and better quality air for the peoples while still having the benefits of 'green' communication.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Some reduced noise for a time, but with the increase of vehicles, both of UK and foreign particularly if the up turn, which at the moment seems to show signs of improvement, all the roads will be affected, the SDR and black or red routes and M4. The potential of trading with Europe expanding will reach us before 2035, not forgetting India and Far East

currently visited by the P.M & Chancellor Osborne with cross trading in mind.

These could impact on Newport the England water gateway.

Purple route still easing congestion but immigration would be affected, if the main objective can be served, then bird life should be regarded, also wild animals.

### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It would probably be too little, too late and a 'sticking plaster' for the future work, which is going to be necessary. Can our valley off the assembly lines world wide in the millions and some will arrive in Newport of course, a lot depends on the success of Newport, its ability to attract business and keep it concentrating on an able workforce who served general Japanese companies. My excellent electrical friend throughout the Valleys in the last 2 decades and before the collapse of the price of steel.

### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Care has been taken to avoid residential areas in the report however any road development to the South of Newport involves crossing green areas of necessity for the commercial development of direct communications to facilitate movement of factory goods to and from Wales.

This is the first consideration of a would be international company, access and speed of delivery & costings availability of Labour force incentives lower charges but not free as hitherto.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The alternative dual carriageway may bring a temporary relief for a few years, then the problem reappears.

A European full recovery could mean a huge influx of intercontinental traffic plus the year on year increase of car traffic, ending with an M25 complex.

The electric car is a long way from being practical.

The hybrid is on sale, but no rush yet.

Road screening by the use of trees is an excellent way of hiding roads and adds oxygen to the atmosphere. Black route will do that. This may come when arranged around motorways will be huge vacuum suckers, like those in asbestos factories or like the drainage clearance ones used in highways with samples of air taken at interval.

These could be mobile and switched on a peak periods of bumper to bumper congestion order to clean the air around.

Make roads as wide as possible, also the approaches to m ways, ease out bottle necks, go continental.

I know, finance! But cheaper now than 20 years time.

Airport at Newport was envisaged N/E edge or S/E Severn Estuary, if so, stats of travel offices to ascertain volume of use and feasibility study resulting road rail access incorporated into motorway system.

Regulation and progress are bound to clash at some time, so sometimes ask which do you want?

Minimum encroachment on wild life, where possible, should be observed, especially those in danger of extinction, only we can save them.

### **Q7. Health Impact Assessment**

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

The pollution at present on the M4 will be divided between 2 major roads, thus the continued diesel & petrol fumes each having a lower emissions of fumes per road in the short term.

The second black route will also traverse relative flat terrain, so less acceleration is required, less pumping out of fumes, with limited residential areas too.

Fuel congestion on the roads will be avoided or lessened due to shared access for a period.

Who knows which foreign investment may bring? Cost only rises better to be safe and allows for extra vehicles that a present calculation would cater for.

The next one would be a staggering amount to find, for a 3rd road in 20 years time.

For instance, if we secure contracts for 4 foreign factories near feeder sites, thousands more on the roads, Newport says 'its open for business'

The situation with the M4 will be eased for people being in close proximity and they will note some benefit from the extra road; also drivers, in summer time with the windows down, I believe people living close to the M4 have triple glazing so that will minimise the noise levels.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
By tradition Newport has always been a green and brown town countryside and heavy, medium and light industrial working.

Cheaper steel finished Llanwern Steel Works, also Ebbw Vale etc, replaced by mainly small batch industries of greener types.

Walking and cycling should be in areas away from these fast roads etc. We know that 30 mph & 70 mph are what the signs say on 'duals' 40 mph. But the flashing speed sign on the road at Risca Rd, Newport, are flashing red more than green from 7.30 am to 8.30 am.

If Newport advertises well and offers attractive packages, it should pay dividends, New China, India and Japan still hear interest in a good work force, coupled with a cooperative of Newport council however, we learn from the 'free' 1 year or 2 years (no business rates) then up sticks and set up somewhere else 'merchants'.

### **Q9. Additional comments**

Please provide any additional comments here.

Well, whatever you do will be wrong with some people.

You cannot 'make omlettes without cracking eggs'.

Unfortunately , the internal combustion engine is anti - to any living things.

Deposits entering the lungs (which are wet) stay in them. Petrol and diesel mixed from exhausts, day in and day out are too much for humans.

The human frame was never built to manage such an onslaught. That's why the NHS is busy. (and drugs)!

The hybrid electric car is far away. About 2 places to top up in the UK.

### **Non fitting comments**

Non-fitting data

A few years ago I made a suggestion of double deck motorway and made a rough plan re; rainwater disposal for top and lower deck; all heavy haulage vehicles to use the lower deck, cars and vans up to 2 tons on top deck.

This minimum space taken up, all extreme weights on the base, with sturdy supports throughout.

Habitat friendly for birds/ wildlife, where otherwise encroachment, to some extent would be unavoidable. Necessity being the mother of invention.

P.S Thank you for such a detailed report, covering such a wide subject, also for inviting comment.

Organisation:

Postcode: NP44

***Non fitting comments***

Non-fitting data

(Editor's note: comments from envelope)

"See you at midnight" (ambiguous) huh? Which 'midnight'? (which day's involved?)

This muddled up Theresa May (Abu Q'Tada affair!)

"11.59am" is "one minute am"

"12.01am" is "11.59am" really

Still not convinced? Each day nominally starts with midnight (12am) and ends with midnight (12pm) - so you cannot allocate either to noon (12o'clock / midday).

Have fun

See? For interest / confusion our am clock reads 'wrongly' - pm correct from 1pm onward (i.e. 09.15 (am) is 2.45 am) (2.45 am is 9.15am!)

Sort that?

Moral: use the 0000h - 2400 h (24 hr) clock instead (easy)

(Editor's note: text written on project fact sheet)

Please abandon this scheme altogether (daft) (use £££ (B) for mending roads instead!)

This would be a road surplus to needs; on M4 too many exits / entrances already, around Newport!

(Editor's note: text next to 'We want your views on our draft plan..' text of fact sheet)

Thanks; but no!

(Editor's note: text next to 'How you can help' section of fact sheet - "We want as many people as possible to view and comment on our draft plan.." text has been modified to read "We want as many people as possible to object to our draft plan..")

Transport policy needs, first and foremost, "environmental" - not commercial objectives, jobs, etc. Too many roads do not help!

(Editor's note: text next to "Drop-in Exhibitions 12-7pm" section)

Which days, midnight please?

Error X = midnight?? No: noon! Stupid

NB. And take in:-

Midnight (between two days) is both "12pm" (day ending) and "12am" (day starting).

Noon is midday is noon is, simply: "12 o'clock" (Mn) (Md). Neither "am" or "pm".

Get it?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent Levels

Please find attached my objections to the proposed new road through the Gwent Levels

(Editor's note: text from attachment)

Gwent Levels and the proposed Road

As one who has visited Wales many times and enjoyed long walks through this ancient land (see my book *Another Shore*) may I protest about the proposed new road through the Gwent Levels.

The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife. Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. A new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

As I understand it the cost of the new motorway would be over £1billion a huge sum considering that the new motorway wouldn't be fully operational until 2031! whereas more sustainable and cheaper alternatives could be implemented in the next few years.

Organisation: RAC Foundation

Postcode:

### ***Non fitting comments***

Non-fitting data

Response to the Welsh Government's Consultation on the M4 Corridor Around Newport

#### Summary

- Relieving congestion on the M4 is rightly a national transport priority and it is rational that a new motorway link should be a central candidate in a package of measure to achieve this.
- Although the details of the options are not entirely clear, the range of options for providing substantial new highway capacity between junctions 23 and 29 of the M4 provides a sound basis for consultation.
- The traffic growth basis for adding capacity in this corridor appears to be robust and even present conditions merit action being taken.
- Consideration should be given to the introduction of measures that will reduce congestion and unreliability over the next few years and these should be used in the base comparator for the full evaluation.
- The most important effects of the proposed schemes would be on transport efficiency, safety, noise and emissions. A direct motorway route between junctions 23 and 29 of the M4 appears to offer the greatest benefits in these respects and there is no reason to doubt the conclusion that the preferred (black) route is the most advantageous in these respects. However the information provided in the suite of documents provided to consultees does not allow firm conclusions to be drawn in respect of the preferred route, nor whether it provided value for the estimated cost of almost £1bn. Further analysis is needed to establish the value for money and in this the possibility of refinements of the preferred option should be explored to maximise this and minimise environmental impacts.

#### 1. Introduction

The RAC Foundation(1) is an independent transport policy and research organisation which explores the economic, mobility, safety and environmental issues relating to roads and their users. The Foundation carries out independent and authoritative research with which it promotes informed debate and advocates policy in the interests of responsible road users.

#### 2. General Policy on New Road Construction

The Foundation believes that developing a road system able to meet the needs of a 21st century developed economy should be a core element of the transport strategy for the United Kingdom. This requires the maintenance and management of existing roads to high standards but also, in some instances, the addition of new routes and sections of roads - where the existing infrastructure is inadequate and incapable of being improved sufficiently to meet the needs of the areas it serves.

Where new capacity of this kind is to be provided this should be part of a broad corridor strategy including appropriate measures for public transport cycling, walking and the management of the road network in the corridor. As part of this, care should be taken to contain and manage any adverse environmental impacts arising from the construction and operation of new road capacity.

The type of road capacity to be provided should match the tasks for which it is being provided and the character of the area through which it passes. For longer distance traffic, and as part of the strategic road network, motorways will usually provide the most cost effective safe, reliable and high capacity solution. Accident rates on Motorways are less than a fifth of those on other roads (2) and a motorway carry almost six times as much traffic as ordinary 'A' roads(3). Moreover as purpose built and limited access roads they offer the greatest potential for the use of sophisticated management techniques and the deployment of modern telematics to enhance safety, reliability and capacity.

### 3. Context of the Proposal

The M4 is the principal link between South Wales and the south of England - and the main transport artery serving the Chepstow - Swansea corridor in which four fifths of the Welsh population lives. The section of the M4 in the vicinity of Newport is the busiest trunk route in Wales and is already experiencing near capacity flows which result in delays and unreliable operations. It was designed in the 1960s, opened to traffic in May 1967 and suffers from unsatisfactory design features including two level gyratory intersections, periodic absence of hard shoulders and poor alignments. Moreover by passing around the edge of the main built up area it adds almost two miles to the length of journeys traversing from one side of Newport to the other.

### 4. Policy Context

The Welsh National Transport Plan(4) has an objective to improve reliability, journey times and safety along the east-west road corridor in south Wales - and identifies congestion on the M4 as it passes Newport, and approaching the junctions for Cardiff and Swansea as a key issue. However it does not set out specific proposals for dealing with this problem other than delivering a package of measures designed to improve the efficiency of the M4 in south-east Wales. These include public transport enhancements, making the best possible use of the motorway and improving the resilience of the network. Whilst this approach can be expected to ease conditions in the short term it is unlikely to provide the capacity and quality of service needed to support the long term health of the south Wales economy. It appears that this approach was adopted because a major infrastructure solution was considered to be unaffordable.

This view of affordability was irrational as, despite rail carrying only 8% of passenger traffic and 9% of freight in Britain; it has enjoyed an average of £5.8bn a year capital spending over the last 5 years compared with that on roads, which carry 91% of passenger traffic and 67% of freight, of £5.2bn/year. Along with the fact that road users pay over £20bn a year in taxes more than is spent on roads it is more appropriate that value for money should be the main consideration in policy on major transport infrastructure. The new approach announced in June(5) which embraced the possibility of a major road infrastructure scheme in this corridor, is therefore both rational and welcome.

The consultation does not include public transport measures either in their own right, or as a possible alternative to improving roads in the M4 corridor through Newport, as the main initiative of a South East Wales Metro is being investigated separately. Work on this will begin this year and funding of £58.5m for Phase One of this scheme has been included in the Welsh Government's draft budget for 2014/15(6) so the impact this could have on the proposed scheme should be taken into account.

Relieving congestion on the M4 is rightly a national transport priority and it is rational that a new motorway link should be a central candidate in a package of measure to achieve this.

As currently reported(7) the public transport plans mainly comprise strengthening of the existing network, with its strong north/south links reflecting the geography of the Welsh valleys, and a few new east/west linkages to the north and west of Newport. Whilst the proposals appear well conceived, they will mainly enhance local accessibility; have minimal effect of goods traffic and only a small impact on the longer distance personal travel in the M4 corridor. As such it is reasonable to assume that the anticipated traffic demand in the corridor will be little affected by the proposed public transport improvements.

### 5. Definitions of Options

Three options have been included in the consultation exercise (8). These are:

- The preferred strategy (black route) comprising the construction of a new 3-lane motorway mainly following a protected, between Junctions 23 and 29. This would be mainly at surface level but with a new bridge over the River Usk by Newport Docks.
- A dual 2 lane all purpose road (red route) following a similar route to the preferred option in the

east but skirting the north of the docks (where it would cross the River Usk) and rejoining the preferred option juts to the west of where it crosses the main south Wales to London railway line.

- A dual 3 lane motorway (purple route) following a similar route to the dual 2 lane all purpose road option but crossing the south Wales to London railway line further north.

Each route would be accompanied by a series of complementary measures. These include facilities for cyclists and pedestrians and a new link road between the M48 and the B4245 to the east in all three options. In the first and third options where the new link would be a motorway the existing M4 between J23 and J29 would be reclassified as an all purpose trunk road allowing a wider range of road uses and provide opportunities for increased access.

These appear to be a reasonable range of options. A route further to the north of the existing M4 would be more circuitous and intrude into sensitive residential communities and landscapes. Alternative routes to the south of the existing alignment have been investigated by consulting engineers and we have no reason to suppose that there is a significantly better route - at the strategic level - than that proposed for the preferred option.

These options include a combination of an indirect motorway with a 'direct' all purpose road (red) and an indirect all purpose road (M4 reclassified) with a 'direct' motorway (black and red). Again a reasonable set of options for assessment. However whilst it is not clear what the junction arrangement would be either on the new routes or the section of M4 after reclassification. If the 2006 scheme for the black route is assumed then there would be just two intersections along its 19km length - sufficient to provide access to and from the lower Newport area without overburdening the motorway with local movements.

Local movements would continue to use existing roads and the reclassified M4 - perhaps to a greater extent depending on the junction and management regime chosen.

Junction arrangements for the purple route are not shown so it is not possible to take an informed view on the balance of traffic types that would use it.

Although the details of the options are not entirely clear, the range of options for providing substantial new highway capacity between junctions 23 and 29 of the M4 provides a sound basis for consultation.

## 6. The case for New Capacity

The case for additional capacity rest in part on an expectation that future traffic growth will lead to a further deterioration in traffic conditions. The expected growth is for an additional 21% of traffic in this corridor between 2012 and 2030(9).

The most recently compiled traffic projections for Wales(10) show, after taking account of the 'peak car' arguments, a 27% increase in traffic between 2010 and 2030 with motorway traffic projected to see a 33% increase over that period with a consequent trebling of delays to traffic. Given the particularly heavy traffic on this section of the M4 the deterioration of traffic conditions could be worse than this.

The traffic growth basis for adding capacity in this corridor appears to be robust and even present conditions merit action being taken.

## 7. The base Comparator

The strategic assessment appears to have been carried in comparison with a 'do-minimum' scenario which includes four defined road improvement schemes and a number of unspecified 'development proposals'. Given the need to introduce some measure to ease existing problems and help cope with traffic growth over the next few years there may be more that could and should be done in the interim. There is a number of management and minor physical projects identified in the M4 Corridor Enhancement Measures (CEM) Programme, and 'Managed Motorway' measures which could be worthwhile to implement by 2020 and which would still be of value in the interim and, some, if a new link is built and these should be included in the base comparator in the full evaluation.

Consideration should be given to the introduction of measures that will reduce congestion and unreliability over the next few years and these should be used in the base comparator for the full evaluation.

## 8. The respective merits of the options

The consultation documentation contains a mix of information on the estimated impacts of the three options. Impacts are scored on a seven point scale against 16 WelTAG criteria and 15 transport planning objectives for the M4 corridor around Newport. Some of this is very detailed (e.g. Requirements of Habitat Regulations) which makes it difficult to get a clear picture of the relative impacts of the options. In other cases the information provided is of a very general and qualitative nature (e.g. transport and economic impacts). As reducing transport problems and the need to strengthen the economy of the area are core to the aims of the proposals this is a particular difficulty in framing a response.

The presentation of impacts makes it very difficult to relate one type of impact to another. For example in the case of the preferred option Transport Economic Efficiency is scored just one grade above improving air quality. In practice these impacts are more likely to differ by an order of magnitude. Again this makes coming to a balanced problematic.

Some of the criteria and objectives overlap. For example, again with the preferred option criteria 1, 3 and 5 all refer to improved reliability/resilience, albeit in slightly different terms. To add these up as three distinct 'largely beneficial' impacts would be to overstate the merits of the scheme on this count.

Recognising these limitations of forming a robust view at this strategic assessment stage our comments on the individual aspects of the options are set out below.

### 8.1 Transport Merits

The appraisal scores the black route more highly than the red and purple routes. The black route clearly would have more capacity and offer higher service levels than the red route and is slightly more direct than the purple route; however the advantages on economic activities and location grounds over the purple route do not appear to be very great. All three options would result in large improvements in road transport in the corridor - particularly the two motorway schemes.

### 8.2 Environmental impacts

Any new road will have direct impacts on its environs and, to the extent that it reduces (or increases) traffic on other roads will also have indirect effects. By providing the most attractive alternative to the M4 around Newport the black route should score highest in terms of indirect impacts. There appears to be little to choose between the options in respect of noise and greenhouse gas emissions with net impacts on all cases being small.

Impacts on the natural environment from new infrastructure construction will almost inevitably be negative, although careful design can minimise these (e.g. by maintain access for wildlife and avoiding disruption of water regimes) and the red route is likely to have the least impact, as its scale would be less than the motorway alternatives and the traffic flows along it smaller.

### 8.3 Safety

As motorway are significantly safer than all purpose roads the motorway options (black and purple) have distinctive advantages over the all purpose road (red) option and all of these are likely to be safer than the 'do minimum'. Although there would be a net increase in traffic as a result of the new highway capacity, by shifting traffic from the existing network (particularly the A48) and reducing traffic densities on the existing length of M4 in the area both the black and red routes can be expected to reduce road accidents. Because of its shorter length and more direct routing the black route would be marginally superior to the purple route and significantly superior to the red route in this respect.

### 8.4 Social Impacts

To the extent that any of the options helped improve the economy of the area they would bring benefits generally to the area and these should have potentially positive social impacts. Beyond this the social impacts would be very limited and there is little to choose between the three options.

#### 8.4 Capital costs

The consultation document itself says little about costs yet affordability was the main reason for ruling out a new motorway in the corridor prior to June 2013. The capital cost of the

preferred (black) route is estimated to be £926m, those of the red route £830m and for the purple route £947m (11).

Whilst there is little to choose between the two motorway options on capital costs the preferred route does appear to offer transport advantages and so, on the basis of work done so far, is the favoured option. However the cost differences are small and variations in the preferred route should be contemplated at the next stage as there does not appear to be any great advantage for the precise route selected to date. The red route would be of the order of £100m less expensive than either of the motorway schemes. It has the potential to serve local traffic directly - but this would depend on the nature and locations of junctions with the existing roads in the corridor; and should be capable of being staged in construction so allowing some relief to be realised earlier. However its effectiveness as a relief route to the existing section of the M4 around Newport would clearly be less than either of the two motorway options.

On balance therefore, from a road transport perspective, the preferred route, or a refined variant, appear to be the most attractive way of providing relief to the existing M4 between J23 and J29.

#### 9. Overall balance

The most important effects of the proposed schemes would be on transport efficiency, safety, noise and emissions. A direct motorway route between junctions 23 and 29 of the M4 appears to offer the greatest benefits in these respects and there is no reason to doubt the conclusion that the preferred (black) route is the most advantageous in these respects. However the information provided in the suite of documents provided to consultees does not allow firm conclusions to be drawn in respect of the preferred route nor whether it provided value for the estimated cost of almost £1bn. Further analysis is needed to establish the value for money and in this the possibility of refinements of the preferred option should be explored to maximise this and minimise environmental impacts.

(Editor's note: footnotes)

(1) For further information about the Foundation see <http://www.racfoundation.org/>.

(2) Department for Transport (2013 a).

(3) Department for Transport (2013b &c)

(4) Welsh Government (2010)

(5) Welsh Government (2013b), Overview.

(6) Welsh Government (2013g), para 4.15.

(7) South East Wales Integrated Transport Task Force (2013).

(8) Welsh Government (2013b), section5.

(9) Welsh Government (2013b), figure 5.

(10) Department for Transport (2013 d)

(11) Welsh Government (2013a), para 8.2.

(Editor's note: see pdf provided separately. Not entered into the database: bibliography)



Organisation:

Postcode: LL11

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

I am writing to you as a campaigner and member of the RSPB with regards to the Welsh Government's plans for a new motorway to be built on the Gwent Levels, and to urge you to reconsider this.

The Gwent Levels are Wales' largest and most important coastal and floodplain grazing marsh and an area of national importance for wildlife, being home to some of the U.K's scarcest plants and wildlife including the Lapwing, whose numbers have decreased forty- nine percent between 1987 and 1998, and one of the country's rarest bumble bees, the shrill carder bee.

I am sure you are well aware of the decline in bumblebee numbers and the devastating effect this could have on our food supplies, gardens and countryside, not to mention the estimated twenty-two billion euros these creatures contribute annually to the European economy through the pollination of crops such as rapeseed.

Surely it is our responsibility to protect these animals and their habitats not just for us but for future generations and urgent steps must be taken by ministers to safeguard our wildlife and reduce threats that it faces such as habitat loss and pollution. In July of this year, the BBC reported that the Welsh Government had expressed a wish to encourage green spaces to help pollinators, yet an area clearly so vital to them would be destroyed if the motorway were to be built.

However damage caused by a new road would not be limited to the direct loss of habitat where the road would be constructed. The motorway would effectively cut the levels in half creating a lethal barrier for wildlife, and the increased pollution from higher traffic volumes would have a devastating impact on these fragile wetlands. Also, building a new road through the area would also leave it vulnerable to other developments in the future, causing further irreversible damage.

Another issue I would like to raise is the need for a motorway in this area. The modelling carried out in relation to the motorway is based on out of date data and assumptions which are believed to be incorrect. The Welsh Government's traffic figures show that the traffic volume for the M4 has now stabilised since falling in 2007, and there is no solid evidence to support significant rises in the future. When considering this as well as the astronomical cost to the public of £1 billion and the motorway not being operational until 2031, surely a more sustainable, cheaper alternative could be implemented?

The irreversible damage, loss of our green spaces and wildlife and the impact this will have if these proposals go ahead is clear and unacceptable. The Government must instead look at sustainable alternatives, taking account of the most recent population and traffic data, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

M4 corridor near Magor

Thank you for sending me O.S sheet which I return with sheet showing the former Magor Rugby club and surrounding lands.

My family own the old rugby club and some surrounding lands.

We are concerned about access to and from the club grounds onto the road shown red on the enclosed sheet.

Will there be access for good vehicles onto the present road leading towards the steelworks and onto the present M4 without returning towards and through Magor village.

I would be much obliged if you could advise me if the proposed layout of the road in this area.

We are in favour of the construction of the proposed M4 as we are sure it will be a tremendous benefit to the economy of the whole of South and West Wales. Apart from speeding up transport in general and encouraging investment, it will reduce the time that business and all travellers need to allow to get to all airports.

Organisation:

Postcode:

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The red route still cuts through the Gwent levels SSSI and I fear for the wildlife in terms of the damage caused by construction and future pollutants.

The blue route - upgrading the steelworks A48 road seems to provide a better option.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similar to red route thoughts I do not believe that any route built through the Gwent levels will be safe for the SSSI environment.

The A48 route needs greater promotion no body knows this route gets straight to Newport and the majority of M4 users are inter - Newport travel!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editors note: Q4 missing from PDF)

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

(Editors note: Q5 missing from PDF)

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

(Editors note: Q6 missing from PDF)

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Regardless of a new route you still have the bottleneck effect caused by the Brynglas tunnels.

Improved access routes (A-roads) linking past these areas would be easier with an infrastructure already set in existing roads.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
(Editors note: Q8 missing from PDF)

**Q9. Additional comments**

Please provide any additional comments here.

Considering there are other viable options I feel that the conservation and protection issues surrounding the rare species on the SSSI should have more input into decisions.

Nature doesn't have a voice we should do more to consider that.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editors note: Q1 missing from PDF)

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I cannot believe that proposals dealing with a current one lane constriction at Bryn Glas include for a 3 lane motorway which then reverts to 3 lanes at the bridge i.e 5 lanes going to 3.

Surley we need one extra lane only (each way) and that lane achieved far cheaper than any of these proposals - both financially and environmentally.

Also without detail how can one comment e.g height of road - will it restrict use of Wales principal port and send trade to England?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

see above

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Other than the improve current facilities plan proposals are overkill unless of course the severn bridge is up graded to 5 lanes along with the M4 to London

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here. Need some detail before comment.

Organisation:

Postcode: SA33

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter - pdf)

(Editor's note: the letter contains a picture of a cattle on the top)

We have received a letter from the RSPB regarding the proposed new motorway through the Gwent Levels. Firstly we are totally against this project and as the RSPB letter gives many of the reasons we oppose this I include this as part of my submission.

'We can only persuade decision-makers to re-think their plans to build a new motorway across the Gwent (Levels with your support. Please urge the Welsh Government to drop the proposal for a new motorway across the Sites of Special Scientific Interest (SSSIs) on the Gwent Levels.

Importance of the site for wildlife and plants.

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique 'reens'; special drainage ditches which provide a home to many invertebrates and small plants.

The motorway would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including five SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project

The cost of the new road would be astronomical - over £1 billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels

The traffic modelling which has been carried out in relation to the new motorway has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.'

What is the point of having SSSI's when they can be overturned by a scheme that is ill informed and from a traffic perspective, very suspect.

We run a small hill farm in West Wales and know the difficulties of trying to help wildlife - We have persevered for 20 years to encourage Skylarks on our land and from a couple of birds we now see flocks of over 50. We also know how quickly these birds would disappear without our careful environmentally friendly farming. The Gwent Levels could be equally destroyed with the disturbance a new road scheme would create and never recover.

We urge you to look at this proposal in a rounded way not what would be a simple solution to a questionable road scheme.



Organisation:

Postcode: SY21

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

Would you please give consideration to the points made in my letter to M4 consultation on a new Motorway.

Thank you.

Copy

Letter to M4 Consultation

I would like to express my strong opposition to the plans by the Welsh Government to build a new motorway through the Gwent Levels.

I am just an ordinary member of the public with a keen interest in wildlife and like many others, am appalled by the way it's diminishing, mainly because of habitat destruction.

The Gwent Levels is an area of national importance. They are the largest coastal and floodplain grazing marsh in Wales, home to unique flora and fauna - lapwings (rapidly declining), others, water voles (also in steep decline) and many rare plants.

To reflect this richness there are five SSSI's, nationally protected areas. A motorway would cause irreparable damage to these as it would run tight through them. I would like to ask - why designate SSSI's at all if they aimed to be totally ignored? The Levels would be cut in half by the motorway, creating a lethal barrier for wildlife, and the increased pollution from the volume of traffic would dramatically affect these fragile wetlands.

The cost must be enormous - surely some other solution could be found. Wildlife is under such pressure now and these Levels, with their fragile ecosystem are so very very important. Please show consideration for their vulnerability and realize the full environmental value of the Levels to the wildlife and also to the people of Wales. Please don't destroy them.

Organisation:

Postcode: Cf14

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M\$ relief road

I would like to state my opposition to the proposed M4 relief road. Especially, I strongly object to the proposed route cutting through the Gwent levels. This is a flagrant abuse of an environmentally sensitive area of great importance of for wildlife and plants:

The Gwent Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife,. They are very special for their unique 'reens'; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including 5 SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

The cost of the new motorway would be extremely high - over £1billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

The traffic modeling which has been carried out in relation to the new road has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available.

I urge you to consider more conventional traffic management or alternative routing,

Organisation:

Postcode: NP10

***Non fitting comments***

Non-fitting data

Subject: M4 Relief Road

I'm writing to you to express my concern over the proposed M4 Relief Road south of Newport and my intense disappointment that a Labour administration is considering such a costly and environmentally catastrophic measure when there are other more sensible and economically sustainable options available.

The proposed new motorway makes no sense. It would cost £1.2billion, cut across a Site of Special Scientific Interest, bypass Newport - a city which badly needs more regeneration, not a Port-Talbot style bypass - and, perhaps most significantly, bring no practical or economic benefit to any of Wales outside the Cardiff (and possibly Swansea) area. In fact there has been no concrete evidence presented either of the need for this motorway (traffic data is outdated and skewed) or of the economic benefits in relation to the massive outlay.

If, however, the Assembly adopts the Southern Distributor Road option - at a cost of £20million rather than the £1.2billion for a new motorway - the savings could be used to fund other more meaningful and future-proof initiatives such as public transport, health and welfare, education, the environment, small business development.

In its time in office the Labour Welsh Assembly has led the United Kingdom and has given us all reason to feel proud of our nation - abolishing prescription charges, hospital parking and plastic bags, banning smoking in public places, providing free school breakfasts, free bus travel, capping university tuition fees.. I probably don't need to remind you of all these things that prove how forward-thinking Labour is and how much it cares about the people of Wales.

Please don't let this motorway happen. Please help keep Labour as the good guys in Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Relief Road

I read with interest Mr Tom Clarke's comments in our local magazine about the rehashed M4 relief road. CALM have a great interest in saving the natural habitat of the Gwent levels, this along with many residents of Magor who will have a major arterial route with in meters of their houses. Some of the comments in the article require further comment; please may I deal with them one by one.

First

The suggestion that either or both of the new road from Magor to the Southern distributor road in Newport and the A48 Distributor road with enhancement would relieve the problem. This would in not help for the simple reason drivers do not like to come off the road they are on.

An illustration of this is the tolls at the Second Severn Crossing when hold up can be 20 to 30 minutes but the drivers will not use the Severn Crossing where the waiting can be just a few minutes. A simple case of better the devil you know.

Second

The new junction at junction 23A will cause accidents with drivers switching lanes at the last moment because it is too complicated. Just look at the last second change of lanes at Junction 23A now which is a simple case of going from three to two lanes.

There are many illustrations of this problem M5, M6, M42 M6 toll road junctions all have last second changes because of the difficulty in reading where to go at theses junctions.

Junctions should be made simple the new Junction 23A is not a simple junction.

Third

The moving of the proposed Junction 23A to a completely new junction 1 to 1 1/4 miles further towards Newport and siting the new M4 between Bishton and Underwood going through the old Llanwern plan would save much of the destruction on the Gwent levels.

Fourth

My own proposal for the M4 Motorway would be to keep it to the same route. This would require

1/. Widening the Brynglas tunnels by removing completely the earth and rock above to provide 4 lanes in each direction so that junction 26 is not the dangerous one it is at the moment, with very short west slip roads. It would also require the realignment of the slip roads to the A4042

I understand this would mean rehousing those people in the Brynglas Road and Brynglas Ave but he M4 relief also means people would have to be rehoused.

2/. Widen Junction 24 and 23A to 3 lanes in each direction.

This would cost less than half of the proposed 1.2 billion pounds and could be done in stages, with much of the working in the night.

This would mean the M4 would be three lane minimum from London to Port Talbot, apart from the section mentioned below.

Avon Part of the M4

One would also hope the government would widen the M4 from M48 to the M49 junctions to 3 lanes in each direction along with Fern Hill west direction also going to 3 lanes.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent motorway

It is disappointing to learn of the proposed dual carriageway through the Gwent Plains. This is an iconic wildlife site and must be retained for wildlife and future generations. Please consider the alternative options proposed by the Gwent Wildlife Trust which are much less damaging to the environment and cheaper.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Consultation Newport

I would like to raise the following comments regarding the proposals for the suggested route for the M4 around Newport.

It is my understanding that the Welsh Government has been trying for many years to entice business growth in the valleys areas and beyond and has spent a considerable amount of money in doing so. I believe that by moving the M4 around Newport further south away from the Valleys it would hinder business growth and development in this highly important area.

The area you have suggested using has a very limited amount of employment land allocation and not much room for future allocations. The M4 at Newport is a gateway into the heart of Wales it needs the infrastructure to be built now to attend to the needs of the future.

The Welsh Government has made commitments to protecting and improving the environment, How will this happen by building a road through 4 SSSI's? In addition the SSSI's will restrict business and transportation growth in the future.

Due to the nature of the proposed route i.e. going through waste disposal sites, there would be huge costs to address land contamination and stability issues.

The proposals suggest down grading the link between the M4 and the A449 (towards Monmouth and the Midlands). This is a major link into and from England etc. It is vital this link is maintained and improved to facilitate current and future business growth in Wales.

In addition, Between junctions 24 and 26 a huge amount of money has been spent to improve links and roads, is this money now to be wasted by down grading this section of the M4?

Your suggested route does not show any possible junctions to access / exit into the Newport area, are there going to be any? Also does this suggested route propose building another bridge over the River Usk or will it use an existing one?

Wales is known for its outstanding scenery, rich diversity and wonderful people, perhaps the Welsh Government could investigate an alternative route to the north of the existing M4 at Newport. This would bring the M4 closer to the valleys and help improve the transport links into the valleys whilst taking outsider traffic away from the bottleneck at the Malpas.

Has the Welsh Government investigated the cost of making additional tunnels at Malpas and road widening to improve what is already there?

Is it possible to improve the access onto the Southern Distributor Road at Junction 24 - without the need for stopping at junctions and traffic lights etc?

Has the Welsh Government considered redirecting traffic destined to come off at Newport to use one of the alternative roads into Newport (such as the Southern Distributer Road) and block current exits into Newport between Junction 24 and 28? - This would mean traffic destined for Newport would use the current and recently built SDR etc. whilst leaving the M4 to cope with traffic going further into and out of Wales.

I hope these comments are considered during this consultation process and look forward to seeing if they have been taken into account.

I use the M4 to go both into Newport and when travelling further afield, I am glad something is finally being proposed to alleviate the problems at Newport however I don't think you have the answer just

yet, together we can work for a better solution.

Organisation:

Postcode: BS34

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Corridor considerations

I travel the M4 corridor on a daily basis to commute to work in Bristol and would like to express some detail that may or may not have been looked at in detail concerning how to relief the congestion around the Bryn Glas tunnel and other 2 lane stretches of the corridor.

1. On approximately 85% of my daily commutes, in both directions, I have encountered slow traffic in this area due to road cranes transiting along the corridor at 30 mph which is forcing the larger vehicles into the outer lane, slowing the traffic down. If there was a restriction on movement of this type of vehicle during the peak times there would be a great improvement in traffic flow without the vast expense of additional roads.

2. Delays are happening when the larger vehicles are coming into the outer lane well before the funnelling at the 2 lane sections, again this is causing a concertina effect on free flowing traffic. I have on occasion been stuck behind this type of situation for in excess of 4 miles due to the overtaking speed of the vehicle compared with the vehicle in the inner lane. To restrict vehicles to the inner lane on 2 lane sections during peak travel times would have the benefit of allowing the outer lane to flow more freely. This has been proved on a section of the M42 between Tamworth and Measham.

3. To implement a minimum speed restriction in the outer lanes could also improve traffic flow, by restricting slow vehicles moving into the outer lanes, this is evident on the continent where minimum speed restrictions are applied, allowing traffic to flow more freely especially near bottle neck areas.

4. There are supposed to be actions taken against so called Centre lane huggers and tail-gaters, of which there doesn't seem to be much action against. But if it was also brought to attention the ignorance of some road users who believe they can cut up the inner lanes and suddenly switch across to the outer lanes where punished for their actions, the roads would also be safer, as I have observed a number of incidents of this nature resulting in collisions and near misses due to this occurrence.

To implement these factors I feel would not be too cost restrictive and could vastly improve the commute along the corridor especially at the so called bottle neck areas during peak periods.

I hope my points of view will be understood and not seen as a rant, as any improvement in this daily commute would be greatly welcomed, especially when I travel 60 miles each way daily and have no other alternative but to make this journey.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Relief Road to the North of Newport ?

I have lived in Caerleon for 18 years and have witnessed increasing levels of traffic and jams in the village during that time. Marginal relief was provided when the M4 Junction at St Julians was open in both directions; now it is closed westbound which adds to the congestion through Newport and the town of Caerleon.

In short, I have seen nothing done to alleviate the traffic issues in Caerleon in 18 years, but have witnessed ever increasing volumes of road traffic and associated chaos.

Regarding the M4 relief road, has any consideration been given to an M4 relief road to the North of Newport rather than the South. This would have several advantages:

- primarily the road would run through farmland & not environmentally sensitive wetlands as in the South
- would serve as a by pass for Caerleon and help relieve traffic overload in the Caerleon, Langstone, Ponthir axis.
- would provide a feeder for Cwmbran, Pontypool and the valley areas.

I look forward to your comments

Organisation:

Postcode: NP18

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Corridor around Newport Consultation

Some comments as follows:

Draft Plan

Reducing transport emissions are critical for meeting the UK's obligations in the Climate Change Act. It is hugely disappointing that the Welsh Government is considering a scheme which would support additional transport emissions. Past experience of road building in the UK has demonstrated that new roads only create additional demand for road travel. New roads are therefore not a sustainable solution as they only result in a vicious cycle of additional road building. I would welcome further support for more sustainable transport means to actively manage demand.

Draft SEA

The appraisal results are distorted as the climate change objective considers only adaptation and not mitigation. This is inconsistent with national and local planning policy. Suggest that the climatic factors indicator is updated to 'ensure that measures are in place to mitigate and adapt to climate change'.

A more balanced appraisal would show that the 'do minimum' option also provides some positive effects, by limiting the road capacity and therefore emissions and also resource use. The appraisal fails to consider that the new road will result in additional cars overall on the road - hence creating additional adverse effects including noise, human health and carbon emissions. Whilst localised pollution may be displaced, the overall level of pollutants released will increase.

The SEA Directive requires consideration of the environmental effects of the 'do minimum option'. It is disappointing that this has not been explored in any detail in the report. The effects of other measures to support passenger use of alternative transport modes have not been considered at all in the appraisal.

It should be highlighted in the assessment that the proposed plan and all reasonable alternatives would result in significantly more adverse biodiversity implications (including potential impacts on internationally and nationally important designations) than the 'do minimum' option.

The SEA also fails to mention the importance of the Gwent Levels. Whilst this is designated as a SSSI, this area was created as compensation for the impacts on an SPA destroyed by the Cardiff Bay barrage. It is unforgivable that this compensation area is now threatened by development and totally undermines the European legislation designed to protect such sites.

Please do not hesitate to contact me if you require further clarification on any of the above

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Objection

I cannot understand why we need to waste any more money on roads to relieve the m4. I travel Dailey and have not been held up that much really, apart from when there were major incidents, which can happen anywhere. We now have 2 alternate routes, SDR road and Llanwern through road, why not set up a system to utilise these in times of need. For example anything over 7.5 tons direct off the m4 on to the Llanwern road, or only full car loads to be able to travel the m4 when heavy traffic. If Wales really needs to spend more money then I would much rather we take the step and build the barrage and solve it all in one go.

Organisation:

Postcode: NP20

***Non fitting comments***

Non-fitting data

Subject: Relief M4 at Newport

I want to say that I fully support the Welsh Government's plans to build a Relief section of the M4 on the south side of Newport City. Apart from easing pressure on the existing road which suffers from a range of defects, including in particular the bottleneck caused by the Brynglas Tunnels, it will provide cheaper and faster access for all types of vehicles wishing to reach cities beyond Newport like Cardiff and Swansea as well as the Valleys linked into the M4. In other words it will give a valuable boost to the South Wales economy by encouraging enterprises to move in and create jobs. A jackboot on the windpipe of this vital road at Newport will be lifted.

Tinkering with improvements to the existing highway or the Southern Distributor Road would not work and would be a waste of money. Claims by the environmental umbrella group CALM that the wetlands will be seriously damaged are grossly exaggerated given the great obviously care exercised by the surveyors in drawing up their plans.

In an ideal world the tolls charged for using the two Severn Crossings should be lifted as soon as possible. This really would give a boost to the Welsh economy. However, I appreciate this may not be possible for some time.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

I use the m4 daily on my commute to and from work from Porthcawl to chepstow and encounter heavy congestion every day between junction 27 and 24 especially around the tunnels, I am in full support of any plan to relieve the traffic on this stretch of motorway something has to be done and soon.

Organisation:

Postcode: CF3

***Non fitting comments***

Non-fitting data

Subject: M4 Relief road

You must be getting many letters of objection to this.

Let me say that I support the relief road as the current M4 is the biggest block on the Welsh economy.

Those who support more trains/buses etc need a reality check.

And I'm not very keen on bats...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Availability of plan consultation feedback

I am a university student in the University of South Wales and I am enquiring about the availability of the data collected as I am doing an extended project on the proposed M4 modification.

Organisation:

Postcode: GL11

***Non fitting comments***

Non-fitting data

In response to a campaign against a proposed M4 re-routing over Gwent Wetlands.

I believe we must minimise the loss of a habitat which is a huge buffer for the world and our ecosystem. Enough wetlands have already been lost so every effort must go into preserving the wetlands we currently have.

Please do not choose saving a few minutes over an irreversible destruction of a rare habitat.

Please listen to RSPB and other interested groups, they represent a lot of people.

Other aspects from the RSPB that I wish to support:

High public cost of the project:

The cost of the new motorway would be astronomical - over £1 billion. What's more, the new motorway wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels:

The traffic modelling which has been carried out in relation to the new road has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: LD1

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: (Editor's note: personal details removed): Response to Welsh Government consultation on M4 corridor around Newport

As a member of RSPB and an invertebrate recorder - but also as a regular road user in that part of Wales - my strong instinct is that the current proposal for a new motorway across several Sites of Special Scientific Interest on the Gwent Levels is entirely wrong. I would therefore urge the Welsh Government to drop the proposal.

The Gwent Levels is an area of national importance for wildlife - Wales' largest and most important coastal and floodplain grazing marsh and home to many scarce plants and other wildlife. In running directly through a number of nationally important protected areas, the motorway would cause major irreversible damage.

The traffic modeling which has been carried out in relation to the new motorway is based on outdated data and assumptions and therefore cannot be deemed to be reliable in determining the proposal. Moreover, the Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in future.

It is incumbent on the Welsh Government, with its self-declared 'sustainability' remit, instead to examine and select from sustainable alternatives to the current proposals. It must take account of the most recent traffic and population data available and realise the full environmental value of the Gwent Levels to the benefit of the wildlife and people of Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from attachment)

Subject: M4 Draft plan

Please find attached my views on the above draft plan.

M4 corridor around Newport

Views on a new route-

1 Why the need for a new route, with all associated studies, consultation and immense expense, the existing route would be perfectly adequate if it were not for the sub-standard tunnels at Brynglas.

2 I realise that there have been half-hearted studies into the feasibility of widening the tunnels but, in my opinion, half-hearted sums it up. Having visited some of the European countries such as Switzerland, Italy, Spain etc, they find little trouble in overcoming tremendous engineering difficulties to build super tunnels. Surely a well funded feasibility study with some of our better consultants would produce a solution.

3 After all we have taken i.e. twenty years of widening the existing corridor at great expense to overcome the sub-standard route England left us with when they were in charge before the Welsh Office was set-up, why shouldn't they make a contribution to the scheme in order to make up for their mistakes?

4 I suggest a good feasibility study, to widen the tunnels and construct the winning scheme, would be an immense saving for the following reasons:-

A Less impact with great savings on compulsory purchase with associated relatively light impact on land purchase compared to the new route.

B The public inquiry for widening the tunnels would be infinitely cheaper than the one for a new route.

C The problems associated with the existing M4 route are largely due to the inadequacy of the sub-standard tunnels. Having spent all the funding the widening has cost, why make the existing route secondary to a new route when a comparatively lesser sum would solve the problem by bringing the Brynglas tunnels up to standard.

I therefore conclude that it would be well in the future by the time all enquiries, Statutory obligations etc are concluded and so expensive that the new route would never be built. Welsh trade will still suffer with many companies not paying the bridge toll to come into South Wales and get stopped for hours at the tunnels, when they can take the M5 and bypass South Wales, with little problem all year round. So please really look at widening the tunnels and save a fortune and make actual progress.

Organisation: Valleys Bat Group

Postcode: CF82

### ***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

I would like to express my opposition to Option A, a new 'high quality road' across the Gwent Levels. A new dual carriageway would cause an adverse impact on the unique wildlife and landscape of the Gwent levels and add to climate change.

#### Wildlife

Much of the proposed motorway route is designated as Sites of Special Scientific Interest (SSSIs) because of their important habitats and species. The Gwent levels are a unique area for wildlife, providing habitat for rare plants and insects, otters, water voles, bats and breeding birds. Any impact on the system of drainage ditches could also cause impacts on the Severn Estuary, a site of international importance for nature conservation.

The Welsh Government has obligations under the Habitats Directive, Wildlife and Countryside Act and NERC Act to protect designated sites and restore biodiversity. Unless it makes a concerted effort to protect special places for wildlife it appears that the Government will be encouraging biodiversity loss and rather than halting it.

#### Landscape

The Gwent Levels are also a Landscape of Outstanding Historic Interest, and are recognised for their high visual, sensory, and cultural Importance. The area as a whole makes a significant contribution to quality of life for the people who live and work there.

The Gwent Levels provide many 'ecosystem services' - benefits from the environment. These include flood alleviation, and air and water quality regulation, as well as providing recreation, tourism and education opportunities. A dual carriageway would negatively affect this ecosystem service provision, leading to considerable impacts on the health and wellbeing of people locally and further afield.

#### Climate Change

Extra road capacity generates more traffic. The proposed dual carriageway will create higher flows of traffic and this in turn will lead to increased greenhouse gas emissions. The Welsh Government is committed to reducing its greenhouse gas emissions by 3% per year in order to prevent runaway climate change. Encouraging more out of town development and further increasing dependence on the private car is completely contrary to this aim.

The Welsh Government wants to make sustainable development their central organising principle. This scheme is contrary to the Welsh Government definition of sustainable development, as it will have a long term negative impact on the wellbeing of people and communities, and does not 'enhance the natural and cultural environment and respect its limits - using only our fair share of the earth's resources and sustaining our cultural legacy' (One Wales: One Planet, 2009).

#### Consultation

I would also like to draw attention to the lack of evidence and data on which the CEM consultation is based. Traffic projection data dates from 2005, prior to the implementation of the variable speed limit and steep rise in fuel costs - both of which have had significant impacts on road use. Similarly, the impacts of the opening of the Queensway road and dualling of the A46S on road use are not discussed. There is no place on the provided response form to oppose any of the options, no 'do nothing' scenario for comparison, and no detail as to how the potential impacts have been assessed or evaluated. This makes the consultation process misleading and difficult for people to make informed responses.



Organisation:

Postcode: NP72

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route is unnecessary and destructive and will destroy several square kilometres of the most biologically diverse habitat in Wales.

Increasing the capacity of the roads in this way will only push the perceived traffic problems further down the line and it just becomes someone else's problem.

Also, the effects of the road don't end at the boundaries of the road - construction causing huge amounts of destruction and then extra developmental environmental destruction once the road has been built. I object to this crazy idea.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route is also unnecessary and destructive and will destroy several square kilometres of the most biologically diverse habitat in Wales.

Increasing the capacity of the roads in this way will only push the perceived traffic problem further down the line and it just becomes someone else's problem.

Also the effects of the road don't end at the boundaries of the road-construction causing a huge amount of destruction and then extra developmental destruction once the road has been built. I object this other crazy option.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Purple Route is probably more crazy than either the Black or red routes since it could result in even more environmental destruction and also negatively impacts on the local economy in Newport. It is just a quicker route for traffic to travel from London to Cardiff to Swansea and completely shuts Newport out. It could prove to be the death of Newport.

I also object this crackpot idea.

***Q7. Health Impact Assessment***

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

The health impact of the increase in diesel fumes from more traffic can only be negative.

***Q8. Equality Impact Assessment***

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

This will increase the economic inequality present in Newport and make things worse, not better.

**Q9. Additional comments**

Please provide any additional comments here.

The recent development of a new trunk road pushing by Llanwenor combined with the A48 provides a ready-built option which provides additional capacity around Newport which, with an improved infrastructure about Newport (A Metro has been mentioned and electrification of the railway line could also help).

The improvements to the public transport/infrastructure could result in a reduction in the required capacity for the M4 (40% of journeys on the M4 about Newport are local journeys).

The building of an extra 6-lane motorway about Newport will suck the life out of the city of Newport and any benefits for Newport residents. The only beneficiary would be drivers of vehicles passing through the city and they provide nothing to the economy of Newport.

I can't believe that the Welsh Assembly Government has given the green light to this proposal - it was rejected 4 years ago, so why raise its ugly head again. This policy of senseless environmental destruction is more in keeping with David Cameron's "profit at all costs" UK Government rather than a Labour-led Welsh Assembly Government. I am appalled.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Preferred.

Address the problems? If it takes 10 years to build the battle is lost before it starts. It is needed now. The problem is now.

Poor decision making by Sue (Editor's note: illegible word) and Jane Davidson delayed implementation.

Get on with it and stop messing about. No more consultations!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No. Its construction and operation will impact more significantly (in a negative way) on the economy of Newport.

Definitely not - get on with the Black.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same argument as 2.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We have had a 'do minimum' scenario for 10 years and the Welsh economy has suffered. Get on with it!

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Enough of the environmental imperatives - get on with the black.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See 5.

Get on with the black.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Almost completely but in particular ensures motorway is for strategic journeys whilst reclassified 'old' M4 is for more local use. Also new route through city will better remind travellers of existence of Newport! ie. not somewhere they just pass!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Definitely not. The new dual carriageway fails to address strategic transport needs. Strategic travellers will stick to existing inadequate M4 as will the locals.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Best alternative but better to stay away from residential areas (as in Red route). Impact on Usk SAC is a 'red herring' - you are going over it not through it!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Does nothing and achieves nothing. Whole of Wales loses out. Must increase motorway capacity for economic reasons.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

None.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None.

***Q7. Health Impact Assessment***

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
None agree.

***Q8. Equality Impact Assessment***

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
None, agree.

Organisation:

Postcode: NP19

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Support the draft plan.

Raised motorway levels over the River Usk, should help conserve the wild-life at the wetlands.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Considerations for the SEA should always be foremost in designing their raised level motorway.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Extensive raised motorway levels approaching the wetlands and River Usk, should keep disturbance to wild-life to a minimum.

**Q7. Health Impact Assessment**

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

1. The draft plan should reduce air pollution in the Newport area.
2. Reducing traffic flow through the Brynglas Tunnels will reduce the accidents in the area.
3. 5.27 High Cross. This junction is responsible for many motorway accidents. Motorists thinking that they are driving towards London, discovering that they are driving towards Cardiff, often too late to avoid an accident.

**Q8. Equality Impact Assessment**

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

Landowners should receive adequate compensation for loss/disturbance of their land/homes.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As well as can be expected.

Effort must also be made to reduce journeys.

eg. M4 shuttle buses for people between Newport and Cardiff, Cardiff and Swansea, train use incentives etc. Cycle paths etc.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Better to go for black route or no action.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is heartening to see a reduced number of vehicles using B. Tunnels in 2013 compared to 2007, though this is a small glimmer of hope amongst the statistics which show huge increases and traffic problems during the corridor generally. Should the do nothing option prevail then a vast sum must be spent on measures to get road users to find another way - alternative transport, no journey or better other routes (eg. improve road network south of Newport - better signposting of an alternative way.)

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Nothing mentioned on timing of a potential build or length of time build would take.

Need to show more about additional measure of M48 - B4245 link as not shown on map.

Good aspect would be the downgrading of existing m.way and improved traffic man on it.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Must retain/expand access to important wetland areas and reduce noise impact to this peaceful area.

**Q9. Additional comments**

Please provide any additional comments here.

Undoubtedly there will be disruption whilst work is completed. This should be well-managed to reduce the impacts on local residents and road users. Good warning and transparent plans for during construction must be made available.

Compensation for homes affected by value loss due to uncertainty and disruption and ultimate change of environment - will this be available?

How should local residents obtain info on such matters?

When will results of consultation and the outcome of the plans themselves be made available?

How long will disruption last for?

Organisation:

Postcode: NP15

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object strongly to development of Black Route. No accompanying business case to underpin the costs of construction - enormous! - which could be better spent on upgrading other aspects of transport in the area - improve existing roads, including Southern Distributor road to deal with traffic diverted from M4 in the event of problems there; improve rail links including a SE Wales metro rail network.

Addressing problems -

1. Congestion is a peak time problem as with all other motorways. Building a new motorway is not an answer.
2. As for all other cities!
3. ??
- 4/5. The tunnels are a constraint but at Peak Times only generally.
6. What new developments?
7. Improve alternatives to cope better with disruption - SDR for example, again!
8. M4 corridor is not a special case, and a new motorway will be of no help!
- 9 and 10. See 7 above.
11. So improve advance warning signage/use modern technology to provide info before setting out on journeys
12. Why is this the case? Would a new road make a difference? Evidence, please.
13. Only at Brynglas Tunnels - and this is a problem at peak times only in general
14. Driving behaviour would be no different on a new motorway - better policing/enforcement.
15. So - improve rail links, local roads, for a fraction of this cost!
- 16 - So shift the problem elsewhere?
17. Providing a swifter bypass for Newport will not improve the local economy! It may improve economic development elsewhere!

Regarding goals: Better served by upgrading alternatives than by spending an enormous amount of money on the proposed scheme.

### **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My strong objection to the Black Route apply equally here, and to the purple alternative below too.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above!

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not sure what the 'minimum scenario' is - does it mean 'not spending an enormous amount of money on what may be seen to be a vanity project'? If it means spending about 15-20% on developing alternatives to a grandiose scheme which will not meet its goals - and will have an enormous destructive impact on local environment, then this would be money better spent.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

SEA has not been made clear in the data accompanying this response form. Natural environment - the 'green lung' of the Gwent Levels will be subject to considerable degradation. Also, apart from a major road crossing the levels, experience assures us that ribbon development will occur alongside to spread the impact wider by the year!

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Gwent Levels contain a number of SSI's. They will no longer exist if this proposal is adopted. The experience of the Cardiff Bay Barrage is that when habitats are destroyed, the majority of species will not find their way to alternative sites. Wildlife such as otters will have nowhere to go if the levels are destroyed.

**Q7. Health Impact Assessment**

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

I cannot see how the proposed plan would have a beneficial health impact - given the scale of disruption caused by construction work, and the fact that the existing motorway would simply be displaced south of its existing line.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
?

**Q9. Additional comments**

Please provide any additional comments here.

Years of using a keyboard may have affected the legibility of my handwriting but I hope that the depth of my objection is clear. Expenditure of this sum of money (£1.3 billion?) would be a completely unwarranted indulgence which would produce no benefit in my opinion relating to the stated goals, and would have a disastrous impact on environment and ecology. A much smaller sum spent on alternatives to the construction of another motorway would a far better investment.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Best solution.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too much congestion on a already congested area.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Too much traffic going through or near housing developments

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Will wildlife revisit habitats after the work is finished?

**Q7. Health Impact Assessment**

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

Pollution eased on 4042 Malpus Area.

**Q8. Equality Impact Assessment**

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

Don't understand question.

**Q9. Additional comments**

Please provide any additional comments here.

I've lived in Malpas for 50 years. It has always been a dangerous and polluted area - it's time we found a solution to solve people and drivers problems using this road.

Isn't it time the toll from the Two Severn Bridges were dropped or became an income for Wales?  
Isn't it time we named the two bridges?

Isn't it time we advertised Newport as Wales instead of the gateway to Wales?

The History of Newport is far superior and more interesting than other Towns or Cities - let's promote Newport.

Perhaps with this new Motorway - now is the time to do it.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Will depend upon the details.

A black libne on a pam is meaningless.

Please see attached form.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1 + attached form.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See Q1 + attached form.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If no new road is built Newport city centre will continue to decline. More deaths will occur on the M4. The whole of the South Wales economy will be one accident away from being shut down.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

One road will not kill all the birds and wildlife which lies South of Newport. As long as the work is carried out to environmental guidelines then I have no issues.

### ***Non fitting comments***

Non-fitting data

(Editor's note: attached document)

#### M4 Consultation Response

A relief road has to be built as having the main transport route for the whole of South Wales passing through two amalgamated two-lane tunnels is purely not sensible. The lorry fire was the clearest example of this, while any accident upon that stretch of motorway can create delays and backlogs which can affect whole working days. Added to this is the fact that the tunnels are no doubt in need of major maintenance work.

There are also the health and safety arguments. The road at rush hours is at its capacity, even if road traffic doesn't increase much over the next decade years the need already exists. There are numerous accidents at the junctions which are located too close together for the amount of traffic having to change lanes while the topographic 'hilly' nature of the road causes lorries to slow and sped up which causes further issues.

In the future South Wales will be centred on a Cardiff city region. It already is in most aspects. This will increase the amount of commuting from the Valleys to Cardiff. Improved bus and rail links will have a role to play but the car will be the transport mode of choice for the foreseeable future especially in Monmouth, Torfaen and north of Tredgar Park. Therefore it is important that traffic from Newport and from further afield is diverted away from where this traffic from these valleys joins the existing M4.

I don't mind which route the road takes or if it is three lanes or two. In my opinion a two lane motorway will suffice as going from a two lane motorway to a total of five lanes divided between two motorways seems excessive.

My issue with the whole consultation is that you do not know where the junctions are going to be. While no guarantee could be made that the new relief road could be used as a ring-road, much like the M25. Money has to be spent to investigate where the junctions can be placed and how the existing road structure from central Newport southwards can be joined up to encourage people who live in Newport to use this new road not the existing M4.

Hence I completely agree that there is the need to build a new road and yes it must be south of Newport not another tunnel alongside the existing M4.

However I want to see:

- The evidence that five lanes are required as four will not cope with projected traffic flows
- How this new road will link-up with the existing road network within Newport to encourage them to use this new road and not the existing M4
- Where and how this new road will connect to the existing M4 and A48M

Organisation:

Postcode: NP10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think that this is the best solution to the current problems and the fact that it has been recognised and protected for years tends to confirm this. The only thing lacking has been money to implement it. The solution should not underestimate the environmental problem caused and should aim to ameliorate these and improve the environment where possible. Run management and protection of the Wetlands and Gwent Levels should be prioritised and new cycle and walking routes should be implemented so that more people can appreciate these beautiful areas.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I can't see the point in adopting a solution that would be at its' capacity as soon as it is built i.e. a stop gap measure. This would lead to further steps being needed in the short to medium term.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think a motorway solution is essential but this route is more problematic for Duffryn and Newports landfill site, therefore I think this is a less good option than the black route.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This won't address the problem not achieve the goals for the M4 corridor, much as some people would like to believe.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I agree that the environment should be protected and enlarged whenever possible.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I agree that any effects on habitats be ameliorated whenever possible.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
I think that black route provides a reduced impact.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

I use the M4 a lot, and I agree that the section around Newport can be slow and bothersome. I do not, however, want to see damage done to the SSSIs and woodlands in the area of the Gwent Levels. I always allow time to get through that part of the M4 and am quite happy to continue to do so.

Please do not proceed with plans to build a relief road in the proposed location. There is too much at stake; too much to lose.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

The proposed alternative route needs to be considered along with improved railway services and incentives to move more freight by rail.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. My work evolves around arboriculture. I know how important trees are to the environment in the way of value to the air we breath and the life that inhabits the woods. They are of vital importance as they are ancient and offer a valuable amenity to the general public. Please reconsider your plans for the sake of the future generations.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

I just do. As you can see I live a good 10 hours drive away from the M4, and yet I have lived at both ends of the beast, and cannot deny its value. And although I don't traverse it every day any longer, I still drive a goodly chunk of it regularly enough to have an opinion. Yes - it's congested, yes there are sections of it that are a bit squished these days, but you know what? Those woodlands are even more valuable, even more use, and even more vital. They are habitat - a fast dwindling resource everywhere - and they are "lungs" helpfully cleaning the air of some of the godawful crap we keep guffing into it. Taking them away would be foolhardy in the extreme, arrogant, and..well..you might as well concrete the planet while you're at it and see where that gets us all, eh?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. We cannot afford to lose ancient woodlands. We can afford to have less cars.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I was born in Newport and green spaces like this are few and far between and much appreciated.

Organisation:

Postcode: CF38

***Non fitting comments***

Non-fitting data

Subject: m4 newport consultation

I am unhappy that the consultation document refers only to cycling- and walking-friendly infrastructure in association with this major change for the M4 round Newport. The Welsh Government promoted routes for cyclists and walkers in Active Travel and acknowledged that nothing was being done for horse riders and drivers. They said they would do more.

This new M4 and the associated new access infrastructure offers an opportunity to provide circular and longer networks for horse riding and driving as part of a shared infrastructure, and this will benefit less able users as well, and the equestrian economy.

The advantage of such shared routes is to reduce the impact of the motorway as a barrier: better constructed (high as well as wide) underpasses or bridges that accommodate all shared users will prevent the separation of areas that a fast road can create.

I am sending an email because the proposals will only affect me occasionally. I usually travel to, or past, Newport by train or bus and strongly support public transport infrastructure.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Consultation

I was horrified to hear that one of the proposed routes for the new stretch of road was going to be cutting right through five SSSI included areas of ancient woodland.

SSSI are designated for a reason. And ancient woodland, as the name suggests, is a habitat which takes an awfully long time to develop. To destroy such a valuable habitat, at a time we know so much about ecology and the importance of biodiversity is criminal.

I sincerely hope a better alternative can be found. How such a destructive route could have even reached consolation stage is beyond me...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport as not only will this cause an ecological disaster, destroy even more of the crippled economy of Newport and lower the already crippled house prices in the area this is completely unnecessary and unwanted in Newport

May I strongly recommend you seek alternate suggestions provided by Friends of the Earth and other parties who have provided more viable alternatives which do not have such a heavy impact on the economy of Newport, as the people of Newport will not support this proposal as it stands!

I trust this makes the matter clear. Do NOT attempt this in Newport!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport... hello but there are future generations ,just not our generation work it out ,and sort it out we don't need to destroy future woodlands! we need them for everyone to enjoy sort it out! otherwise i wont vote for you lot ever again!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

As well as destroying either one or two irreplaceable ancient woods, the motorway would cut through no less than five SSSIs (nationally important wildlife sites).

Please take action to save the woods by diverting or cancelling the proposed motorway.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I used to live in the area for 16 years and am aware of this issue. Once these woods are destroyed, the eco system will be damaged beyond repair. End Ecocide!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. While the route favoured is broadly better than some I am sure the route can be refined a little more to gain the best environmental impact.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. What a horrendous waste of money the road would be. It is not needed. Things that are needed are things without which we cannot manage. We can all manage without this.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

Good scheme, get them bulldozers rolling

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport and would urge you to refrain from making this huge mistake.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: RE: New M4 route around Newport & draft Planning Consultation

I object to the destruction of two irreplaceable ancient woods and five Sites of Special Scientific Interest (SSSI's) for the potential construction of the new M4 route around Newport. The potential damage could never realistically be mitigated and the impact could be highly devastating. I hope you see logic in this truth.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport as too much has been lost of our ancient woodland. Recent surveys show how much our rich natural heritage is under threat. More should be done to safe guard what's left.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

The Black Route would destroy irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. We cannot afford to keep destroying irreplaceable ancient woodland. Moreover, the destruction of ancient woodland is clearly against section (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage."

The Red Route would destroy one irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840 as well as a larger area of ancient woodland about half a mile south of Duffryn at grid reference ST 299 842.

The Purple Route would destroy a piece of irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840.

Any plan which is predicated, as this plan is, on significant increases in road traffic is bound to lead to higher levels of air pollution, by particularly NOx and particulates, than would otherwise have been the case. Any such increase in local air pollution will have an impact on the health of people in and around Newport.

Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since AD1600. The length at which ancient woodland takes to develop and evolve (centuries, even millennia), coupled with the vital links it creates between plants, animals and soils accentuate its irreplaceable status.

For many of Wales' most important and threatened fauna and flora species, the varied and unique habitats which ancient woodland sites provide cannot be re-created and cannot afford to be lost.

A number of alternatives to a new section of motorway have been proposed, such as Prof Stuart Cole's 'Blue Route' which he argues would cost about a quarter of that and cause much less environmental damage.

I believe that to go ahead with the Black, Red or Purple route would be short sighted and would have a negative impact upon the local environment and those living and working in it. I trust that notice will be taken of the strong objections to these proposals and a more positive solution can be found.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Sustrans believes that many of the key goals listed as part of the M4 Corridor Enhancement Project would not be met by the progression of the proposed black route.

The provision of an additional road would negatively impact on the Welsh Government's intentions to create a cultural shift towards more sustainable travel choices, as it would indiscriminately promote car use even for short journeys. Provision of the new road would increase the number of local journeys made both on the existing and new routes, this is undesirable and works against the Government's commitment of sustainable development and reduction of transport related carbon emissions.

Providing additional road capacity could lead to induced demand, which could result in maintained levels of congestion despite the additional capacity.

The lack of appraisal of any public transport alternatives means it is not known what demand for alternatives exists and what impact this could have on traffic levels along this section of the M4 corridor. The focus solely on a new M4 and a road based system would reduce transport choice. A world class public transport system is crucial to attracting inward investment, yet is not dealt with by this consultation.

The consultation highlights that 43% of the journeys made on this part of the M4 are under 20 miles, that is to say they are local journeys. With improved public transport services and safe cycling & walking routes, The Welsh Government's priority should be the displacement of much of this local traffic from the M4, reducing congestion and increasing available capacity for longer journeys. This could be achieved with improved public transport services and local safe cycling and walking routes.

Currently there are no junctions identified on the black route, but it appears likely that at least one, if not two, junctions would become part of the final scheme. This, again, is likely to encourage local journeys by car, rather than by other means.

There can be, therefore, no guarantee that journey times would improve, as increased levels of local traffic will fill up the space "provided" by building an additional road - as well as increasing perception that the private motor car would be the best way to travel for longer journeys (e.g. people travelling from England).

Schemes such as the Cardiff Capital Region Metro and new routes arising from the Active Travel Act could play a key role in reducing peak hour congestion caused by single occupant car use this. While walking and cycling is mentioned in the consultation report, it is not in detail and there is no analysis of the development of an active travel network in the area, for example the Active Travel Study being led undertaken by the Newport City Council in conjunction with Sustrans and the further work route developments that will be undertaken by Newport City Council in meeting its duties under the Active Travel Act.

The Welsh Government also relies on Department for Transport (DfT) traffic forecasting, Sustrans and others have suggested that this model overestimates demand, and has done since the 1980s - over the last two decades traffic growth has diverged from historical trends. Assessment of schemes is often based on time savings compared to no additional improvements, and these time savings often account for 80-90% of Benefit Cost Ratios (BCR) - yet this time saving is over estimated due to false long-term traffic growth predictions.

National Travel Survey (NTS) data shows that traffic levels in 2013 are below the 2003 level. Modelling fails to take into account a number of other factors, including differing generational attitudes to car ownership, shifting journey patterns and advances in technology. The weaknesses of these long term traffic forecasts call into question the basis of need for an M4 relief road.

Increasing capacity on the M4 at Newport could also increase the flow of traffic entering Cardiff at peak times, causing knock-on congestion approaching and within in the capital city.

From attending a consultation event (held in Castleton), it is clear to us that there is still much work to be done on identifying how to cross the Usk, and that there would be major cost variations depending on the level of environmental mitigation undertaken.

Additionally, the basic detail provided by the mapping provided as part of the consultation documents makes it difficult to fully assess the impact of the scheme on the local area.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From the limited information available, the red and purple routes are fairly similar to the black route and all of the points we raise in our response to Question 1 would remain.

There would be different associated costs with crossing the Usk and the potential effect on Newport Docks.

There would be differing levels of building in SSSIs and direct impact on biodiversity - however, this is not Sustrans area of expertise.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

From the limited information available, the red and purple routes are fairly similar to the black route and all of the points we raise in our response to Question 1 would remain.

There would be different associated costs with crossing the Usk and the potential effect on Newport Docks.

There would be differing levels of building in SSSIs and direct impact on biodiversity - however, this is not Sustrans area of expertise.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'Do Minimum' provides a false choice - the scenario fails to consider all proposed activity planned within the M4 corridor, for example the impact that the Active Travel Act could have on local journeys under five miles, and the planned electrification of the Valleys Lines and the Cardiff Capital Region Metro project. These measures could all significantly increase capacity for non-road transport and shift journeys away from the M4.

Sustrans believes a full study of the impacts of all planned public transport improvements be considered, alongside the potential for demand management interventions - such as Personalised Travel Planning (PTP) which the Welsh Government is currently funding in other urban areas in Wales. Sustrans has successfully delivered the project in Cardiff (2012), Caerphilly and Pontypridd (2013). Results from the full Cardiff project are expected at the end of December 2013.

The data collected in surveys conducted in North Cardiff before PTP in 2011 and a year later in 2012 after PTP was delivered, presents robust evidence of changes to travel behaviour as a result of the PTP intervention. After control group effects were taken into account, the interim survey shows an 8% relative reduction in car-as-driver trips across the target population. Use of sustainable transport modes increased significantly, with an 18% rise in walking journeys, 23% rise in public transport journeys, and a 196% rise in cycling, a rise of 17 cycling trips per person per year. These modal shifts resulted in a 19% rise in active travel (including active travel as part of a public transport trip).

The drop in car travel led to a 16% reduction in distances travelled by car for everyday trips (equivalent to 33.2 million km per year), which generates a substantial cut in CO2 and other vehicle emissions.

In failing to consider an analysis of demand-management interventions, for example a programme of PTP in Newport and the surrounding local towns, the 'Do Minimum' scenario fails to be a valid option and therefore presents a new M4 Relief Road as a fait accompli.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Sustrans is concerned that the scoring contained within Strategic Environment Assessment (SEA) is not consistent with the issues highlighted in the report. For example, there are positive scores given to air quality improvements, despite reported concern that traffic levels could increase on the existing M4 alignment and therefore air quality would be likely to remain unaffected. Improvements in HGV efficiency could also be gained from a speed limit reduction, which is not considered.

The SEA highlights that poor health is linked to poverty, and that a new relief road would improve access to employment and therefore help reduce poverty. There are low levels of car ownership across much of south Wales, and a new road would do little to help those already without access to car to access any new jobs created. In fact, acting as a by-pass a new east-west link has the potential to harm businesses in Newport, as highlighted by the Federation of Small Businesses (FSB) in their evidence to the Environment and Sustainability Committee on the M4 relief road.

The SEA also contains, by its own admission, statements without evidence, including: "Although there is no direct link between journey time saving and health, a new motorway would improve the driver experience and reduce driver stress."

To the contrary, there is significant evidence available of the negative impact on health caused by sedentary lifestyles, including over-reliance on private car use.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None

### **Q7. Health Impact Assessment**

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

The Health Impact Assessment (HIA) makes a number of un-evidenced claims. For example, it states that a new road will improve access to healthcare, in particular via complementary measures. However, with no information on what these measures are it is difficult to assess their impact.

The HIA also states that a new road would improve access to employment sites and therefore improve lifestyle health - however, it also states that only east-west transport would be improved and there could be negative consequences for permeability. Considering that the surrounding area has low car ownership, it is difficult to see how these health benefits would be passed on to the local population.

In our response to Question 1, we highlighted issues with the traffic predictions used by Welsh Government, and also the potential for local traffic to fill the existing M4 alignment. In these cases, there are likely to be changes in pollution, noise and air quality different to those suggested as part of the consultation. This concern is rightly highlighted in the document, yet still the health benefit is graded as "++".

Without further understanding of the permeability of both the proposed new road and the downgraded existing M4, it is difficult to make an assessment of the consequential improvements to public health from increased walking and cycling.

### **Q8. Equality Impact Assessment**

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

The Equalities Impact Assessment (EIA) rightly states:

- Access to a car, particularly outside of major cities, seems to be essential to full participation in economic and social life in modern industrialised societies;
- Lack of access to a car is the main transport factor in the social exclusion of low-income households and other marginalised groups

Throughout the assessments, the EIA claims that there will be improved journey reliability for those with access to a car - although this is not proven, but it is clear that those without access to a car will lose out due to the building of a new road, increasing inequality between those with access to a car and those without.

Sustrans' "Access Denied" report in Wales highlight the issue of "Transport Poverty" in Wales, which is effecting over one million people. A car dependent transport system is cutting many of Wales' poorest off from employment, education and community amenities. A new M4 relief road has the potential to increase, rather than mitigate, transport poverty.

With the Complimentary Measures undefined, it is not possible to make an assessment of their impact on equality.

### **Q9. Additional comments**

Please provide any additional comments here.

Sustrans remains concerned that the WeITAG transport appraisal system falsely prioritises road schemes over other modes of transport (for example by including increased tax take from additional driving as an economic benefit). We would recommend the World Health Organisation's (WHO) Health and Equality Assessment Tool (HEAT) be included as part of the process of evaluating transport schemes, as this factors in wider health impacts.

It is disappointing that an evaluation of a plan to upgrade the Llanwern Steelworks road and existing A48 has not been included as part of the M4 Corridor Enhancement proposals. While there would be major improvements needed, Sustrans believes this option should be considered and we would ask the Welsh Government to fully consider the analysis of the "Blue Route" proposals put forward by Professor Stuart Cole and the Institute of Welsh Affairs.

As highlighted in our response to earlier questions, a full appraisal of the impact of planned public transport, cycling and walking schemes should be considered as part of the process of the options appraisal. With 43% of journeys on this section of the M4 under 20 miles in distance, planned improvements (Metro, electrification of railways, Active Travel Act) could play a major role in cutting congestion of the M4.

No assessment appears to have been made of a permanent reduction in speed (to 50mph) on the existing section of M4. Such a move could improve traffic flow - and therefore increase reliability of journey times; improve safety; and improve air quality. There is evidence of the success of a speed limit reduction in recent years.

While there are still no costs associated with any of the proposals, there can be no realistic assessment made of value for money, nor the impact going ahead with a Relief Road would have on much needed transport improvements across other parts of Wales.

In their evidence to the enquiry by the Environment and Sustainability Committee, the Federation of Small Businesses (FSB) highlighted the potential negative impact of a new M4 relief road on businesses in Newport. A new route would act as a bypass, taking potential customers away from the city. Sustrans believes that investment in improving the rail and bus networks should be a priority, and would enable more people to access Newport for jobs, shopping and other amenities.

### **Non fitting comments**

Non-fitting data

(Editor's note: text form response introduction)

Sustrans Cymru response to Welsh Government draft Plan Consultation Document M4 Corridor around Newport

December 2013

Sustrans is a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. Our aim is to bring about change such that four out of every five trips under five miles are made by sustainable means by the year 2020.

Sustrans' response takes the form of answering the questions asked on the consultation document.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

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Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I know this area and I am saddened and horrified that you should even think of destroying such an important site. Destroy & we also xdestroy the wildlife. I do not want to live in a concrete hell.

Too many cars we need to save and respect our natural landscape

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. I can cope with having to take a little extra care and time in busy periods as the m4 is now, leave the woods alone, destroy those and there will be less reason for me to travel to that region anyway.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

As a Druid I find this completely offensive and without need. Thank you

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, because I am a pagan and I care about nature and the wildlife and these trees are indigenous to this island nation, they are earthlings and they are living beings and they have every right to be here just as we do, and they were very important and symbolic to our ancient ancestors who have dominated this land for the last 40'000 years. So! If you plan to go ahead with this destruction then you are contributing to the destruction of this planet and bringing shame on our ancient ancestors.

Thank you, have a good day, happy yule, blessed be and honor the gods.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Despite being stuck in traffic on the M4 as part of my daily commute I appreciate that woods, forests, nature shouldn't be compromised in order to make our lives "easier". As a German national I'm very proud to call Wales my home now with its wonderful welsh valleys and landscape. It would be such a shame loosing some of Wales's green charm with more motorways!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient - irreplaceable - woods because of current plans for the M4 route corridor around Newport...do we really need it? Does it justify the money spent in such cash strapped times.

Please rethink you plans.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Postcode:

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***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

You can't replace, replant or resituate ancient woodland so these areas need to be saved. I've never driven along the M4 and thought the road needs to be wider why not destroy the woodland... leave it alone!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I am also upset about damaging the sights of special scientific interest. While I understand Wales is a country rich in natural beauty there must be a route which does no damage at all.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport .It is a shame that these woods that have been here for longer you or I will not be here for the generations that follow us.

We have a duty to look after what we have for the future. Please relook at the route to see if something could be done that doesn't cost a whole lot more (and saves something precious forever).

Organisation: The Woodland Trust

Postcode: NG31

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Please find attached the Woodland Trust response for the M4 corridor draft plan consultation. If you have any queries relating to any of the comments that we have made then please do not hesitate to contact us.

(Editor's note: text from attachment)

Re: M4 Corridor around Newport draft Plan Consultation

As the UK's leading woodland conservation charity, the Woodland Trust (Coed Cadw) aims to protect native woods, trees and their wildlife for the future. Through the restoration and improvement of woodland biodiversity and increased awareness and understanding of woodland, these aims can be achieved. We own over 1,000 sites across the UK, covering around 20,000 hectares (50,000 acres) and we have 500,000 members and supporters.

Ancient Woodland (land that has been continually wooded since at least AD1600) is one of the UK's richest habitats, supporting at least 256 species. Ancient woods form a unique link to the primeval wildwood habitat that covered lowland Britain following the last ice age. Ancient woodland sites are irreplaceable - the interactions between plants, animals, soils, climate and people are unique and have developed over hundreds of years. These ecosystems can not be re-created and with only 2% of the land area in Great Britain covered by ancient woodland we cannot afford any more of this finite resource to be lost forever.

The Woodland Trust objects to the proposed routes due to the direct loss of ancient woodland and the potential loss of another area of ancient woodland if the red route is chosen. Both ancient woodland sites are present on the Ancient Woodland Inventory.

Impacts of the proposed development on ancient woodland:

Within the section of the proposal where the black route, red route and purple route follow the same path leading away from junction 29 eastwards there will be a direct loss to the Ancient Semi Natural Woodland at grid reference: ST 271 840. Due to the design of the route it appears that all proposals will cut through the centre of this site and cause the whole woodland to be lost to the construction of route. This will lead to the direct loss of 0.83 hectares ancient woodland.

If the red route is taken forward a further area of Restored Ancient Woodland called Tredegar Park would be lost to the proposal. The whole site is an area of 5.24 hectares, however we estimate that an area of at least 0.2 hectares would be lost if the red route is chosen and a further area of the woodland would be damaged due to construction of the route, such as through dust from construction and increases in noise level within the woodland .

The protection of woodland in Wales:

The current mechanisms provide for the general protection of woodland in Wales and for the specific protection of ancient woodland sites:

The Welsh Assembly has recognised that areas of ancient woodland are declining and becoming increasingly fragmented and emphasises the importance of conserving ancient woodland and its value as a biodiversity resource through the publication of Planning Policy Wales (2002) paragraph 5.2.9 which states 'Trees, woodlands and hedgerows are of great importance, both as wildlife habitats and in terms of their contribution to landscape character and beauty. Local planning authorities should seek to protect trees, groups of trees and areas of woodland where they have natural heritage value or contribute to the character or amenity of a particular locality. Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected'.

UK Biodiversity Action Plan (UKBAP) was published in 1994 and is part of the Government's response to the Convention on Biological Diversity (CBD) at the 1992 Rio Earth Summit. The CBD called for development and enforcement of national strategies and plans to identify, conserve and protect existing biodiversity.

The UK BAP sets out the UK's strategy for conserving over the next 30 years, including measures to promote biodiversity and conservation in all woodland. Action plans for the most threatened species and habitats have been set out to aid recovery. A number of woodland types are priority habitats:

- Lowland beech and yew woodland
- Lowland mixed deciduous woodland
- Lowland wood-pasture and parkland
- Native pine woodlands
- Upland birch woods
- Upland mixed ash woods
- Upland oak wood

Local Biodiversity Action Plans aim to help protect biodiversity, enhance and improve biodiversity where possible, and promote biodiversity at a local level.

Paragraph 2.2 of Heritage, Landscape and the Cultural Value of Welsh Woodland and Trees which is the policy position in support of Woodlands for Wales, the Welsh Assembly Government's strategy for woodlands and trees states:

'Ancient Semi-Natural Woodland is recognised as a key woodland type for landscape and cultural heritage. Important heritage features must be protected and due account should be taken of cultural, historic or designed landscapes where landscape quality is to be enhanced and archaeological and historic features protected to strengthen rather than disrupt these landscapes.'

If you would like any clarification on any of the points raised please contact the trust on the above contact details.

I hope this information is useful to you and thank you for allowing us the opportunity to comment on this consultation.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

Having read the consultation document, I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The document makes clear that biodiversity would be the major loser in any of the plans put forward and that only lip-service is paid to any attempt to provide or encourage use of alternative means of transport to road vehicles. The projections do not take account of the realities of peak oil, when even OPEC admits that by 2035 what oil we have will have increased in cost by at least \$50 per barrel on current prices there will be an even greater incentive for cutting road transport than the current economic crisis has created. This "improvement" will become a white elephant while the ecological cost will be priceless and unrecoverable.

Organisation:

Postcode:

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Non-fitting data

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Postcode:

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Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Also in these days and times, more motorways aren't necessary; not only increases the pollution, it destroys fairly natural landscapes, wreaks havoc with wildlife and generally is a nuisance; and the farmers of the area might object, hopefully.

no need; use the money for something more constructive

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, and the following destruction of the Gwent Levels Area of Natural Beauty, and home to thousands of birds, and other wildlife; which we need to preserve to ensure the survival of this and other areas of habitat..

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. please don't allow our precious woodland to be destroyed.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. We can ill afford such a loss to the environment and the short term nature of the proposal, given the cost of fossil fuels and the internal combustion engine is saddening.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

What is left for our children, grandchildren, and subsequent generations! Once these woods are gone, that is it.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route will provide greater benefits to Newport

- It will take a high volume of traffic movement away from the residential areas, increasing public safety and assisting collision reduction.
- It will be a three lane carriageway merging onto a three lane motorway, reducing congestion and potential incidents.
- It does not currently plan for additional junctions so would avoid the road being used as a quick access for alternate locations within Newport.
- The three lane dual carriageway will accommodate future increase in vehicular movement from Newport docks which will have a minimal impact on the residential areas.

Concerns

- The affects of inclement weather impacting on the network such as potential flooding. This would be due to the environment and flood planes.
- Collisions involving spillage causing pollution in the hydrology of the catchments through which the road passes.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Benefits

- Easy access for local transport links taking congestion away from Newport.
- Could encourage other modes of transport such as walking and cycling.

Concerns

- Two lane sections may result in congestion and secondary incidents and collisions.
- Possibility of residents living in Dyffryn being affected by incidents involving hazardous loads due to close proximity to the network.
- Possibility to flooding during adverse weather and pollution due to spillage following collisions as a result of the road being developed over a flood plane.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route although a three lane carriageway is following the red route.

#### Benefits

- Easy access for local transport links taking congestion away from Newport.
- Could encourage other modes of transport such as walking and cycling.

#### Concerns

- Close to residential area Dyffryn with increased noise and potential for disputes in the first instance.
- Possibility of residents living in Dyffryn being affected by incidents involving hazardous loads due to close proximity to the network.
- Possibility to flooding during adverse weather and pollution due to spillage following collisions as a result of the road being developed over a flood plain.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

- Do minimum scenario is not an option in the current climate.
- Increased traffic flow resulting in increased congestion.
- Increased congestion resulting in increased incidents and collisions.
- Greater economic loss due to loss of business, tourism and fear of travelling the network.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Any highway development will have an effect on the environment, the proposed routes passes over areas of scientific interest. Specific measures will need to be in place to ensure the effect is kept to a minimum.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The black route will have the greater impact on the natural habitat and probably of the estuary as a whole. It will improve the current vehicle movement concerns around the city of Newport.

### **Q7. Health Impact Assessment**

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

- The black route will be the most beneficial for the residents and travelling public.
- The three lanes will assist in diverting the traffic away from Newport.
- There will be less congestion resulting in less incidents and collision.
- Due to distance away from the residential areas there will be less impact on the everyday life, less potential for incidents impacting on the residents.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
N/A

**Q9. Additional comments**

Please provide any additional comments here.

It is becoming apparent due to the increase in volume of traffic and incidents on the M4 that some interventions are carried out.

Any improvements at this time will benefit both the travelling public and residents of the Newport area.

## **Non fitting comments**

Non-fitting data

Consultation Response to the M4 Corridor around Newport

### Background

The M4 in South Wales plays a key strategic role in connecting South Wales with the rest of Europe, providing links to Ireland via the ports in South West Wales and England and mainland Europe to the East. It is a key east - west route being the main gateway into South Wales and also one of the most heavily used roads in Wales.

The M4 between junctions 28 and 24 was originally designed as the "Newport Bypass". The motorway between Magor and Castleton does not meet modern motorway design standards and is often congested, especially during week day peak periods.

### Goals

Welsh Government has identified 15 Goals which aim to address the transport related problems.

- Safer, easier and more reliable travel east - west in South Wales.
- 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.
- More effective and integrated use of alternatives to the M4.
- Best possible use of the existing M4, local road network and other transport network.
- More reliable journey times along the M4 corridor.
- Increased level of choice for all people making journeys within the transport corridor.
- Improved safety on the M4 corridor between Magor and Castleton.
- Improved air quality in areas next to the M4 around Newport.
- Reduced disturbance to people from high noise levels.
- Reduced greenhouse gas emissions per vehicle.
- Improved travel experience into South Wales along the M4 corridor.
- An M4 attractive for strategic journeys that discourages local traffic use.
- Improved traffic management in and around Newport on the M4 corridor.
- Easier access to local key services and residential and commercial centres.
- A cultural shift in travel behaviour towards more sustainable choices.

### Strategic Options for consideration

- A new section of 3 - lane motorway to the south of Newport (Black Route)
- A new dual 2 - lane all-purpose road to the south of Newport (Red Route)
- A new section of 3- lane motorway to the south of Newport along a similar alignment to the all purpose route (Purple Route)
- Public transport measures
- Complementary measures

### Black route (preferred strategy)

The preferred strategy comprises the construction of a new 3-lane motorway between junctions 23 and 29, including a new crossing of the river Usk south of Newport.

- This could help significantly to reduce problems of congestion on the highway network providing resilience that is likely to result in a lower accident rate.
- There would be improved accessibility within South Wales and to areas across England.
- A number of other areas are considered that would not impact upon the policing of the network i.e.Noise, air quality and environmental issues.
- The new motorway would be designed to a modern standard which would provide a significant improvement in transport safety for its users.
- Improved traffic flow and less congestion would reduce delays and travellers perception of vulnerability to crime.

### Purple Route

A 3-lane motorway to the South of Newport (Purple Route) would require a new crossing at the river Usk. There will be minimal impact on the Port of Newport however there will be significant impact upon the Councils Docks way landfill site.

- This proposed route runs close to the residential area, Dyffryn

The complimentary measures for this route are:

- Re-classify the existing motorway which could enable traffic management, safety and revised measures.
- A new single carriageway link between A48 and B4245 would potentially provide relief to Junction 23A and to the local road network.
- Potentially facilitate a park and ride at Severn Tunnel.
- Promote use of cycling or walking as an alternative to the car by providing new or improved infrastructure.

#### Red Route

This is a similar route to the purple route. It is a proposed Dual 2-lane all purpose road. The difference between the two routes being the purple route has a more northerly alignment to cross the northern end of the North Dock at the port of Newport.

The complimentary measures for this route are:

- Could reduce problems of congestion however the new road would operate at or near capacity in design year which would reduce the level of relief.
- Could provide resilience in times of maintenance on the existing M4.
- Would help improve road safety by reducing congestion levels, improving traffic flows, enhancing motorway junctions.
- On completion of the new road it is likely that the total number of collisions on major roads would fall.
- The new road would be of a high quality and is likely to benefit the perception of security.
- A number of other areas are being considered but will not impact upon our policing role i.e. air and noise quality.

#### 'Do Minimum Scenario'

The 'Do Minimum' scenario means doing nothing above what is already planned or committed.

The current schemes committed for completion between 2020 and 2035 are as follows

- Recently opened Newport steelworks access road.
- Junction 28 roundabout.
- A465 Heads of the Valleys duelling.

The current situation with the M4 corridor is:

- Congestion between junctions 24 and 29 already impacting on business and is expected to increase.
- More congested road conditions create a greater risk of incidents and collisions. The most common collision zone has been identified as between junction 25 and 28 on the approach to Bryn Glass tunnels.

#### Summary

A greater volume of traffic uses the M4 around Newport than it was designed to accommodate, resulting in a regular congestion at peak times over an extended period. As a result we have seen an increase in incidents and collisions.

The Welsh Government is seeking views on the draft plan, which aims to address transport related problems on the M4 corridor around Newport.

The draft plan discusses three options;

1. A new section of 3 lane motorway to the south of Newport following a protected route. (Black Route) This being the preferred route.
2. A new dual 2-lane all purpose road to the south of Newport (Red Route)
3. A new section of 3 lane motorway to the south of Newport along a similar alignment to the all purpose road. (Purple Route)

'Do-minimum scenario' means doing nothing of the above and concentrate on what is already planned or committed and those schemes do not involve resolving the issues with the M4 corridor.

#### Recommendation

Having reviewed all the information our recommendation is that the Welsh Government invests in implementing the black route draft plan, the new 3 lane motorway between Magor and Castleton to the south of Newport.

This could help significantly to reduce problems of congestion on the highway providing resilience that is likely to result in lower collision rate.

An upgraded new motorway design would provide a significant improvement to transport and safety and also open up the network to an increased volume of traffic. This would allow the travelling public to feel safe and decrease journey times.

We would also recommend that greater consideration is given to the potential effects of adverse weather on the carriageway and the link with flood plains on the water table. A considerable amount of incidents requiring emergency service attendance is as a result of changes in weather conditions.

We would also recommend that preventative measures are considered and put in place to avoid pollution as a result of spillage following any potential collision.

(Editor's note: map in pdf not attached)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Please please don't tear up any more of our ancient diverse woodlands.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

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Organisation:

Postcode:

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Consultation

I support the construction of a relief road. The economic case for the construction of the relief road is clear

Current capacity is inadequate and provision has to be made to accommodate forecast increases in use

Economic growth across the M4 corridor and beyond will not be possible unless additional capacity is provided

The cost to the economy of continued congestion will be measured in the loss of employment opportunities, wealth and wellbeing throughout our communities.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..and the destruction of 5 SSSI's. Please reconsider your actions on this as nature took a long time to manifest the perfect environment and man has taken only a matter of days to cover it in concrete and tarmac...destroyed forever.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I strongly object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I also object due to the wetlands nearby and that more work needs to be done on greener public transport and an alternative should be looked at involving all those concerned.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

You will not be able to get this woodland back. I assume that you do not care, in which case, care about the money it's going to cost.. I'm sure that will have more impact on your mind. Don't be a dick.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...The Black Route would destroy irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. We cannot afford to keep destroying irreplaceable ancient woodland. Moreover, the destruction of ancient woodland is clearly against section (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage."The Red Route would destroy one irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840 as well as a larger area of ancient woodland about half a mile south of Duffryn at grid reference ST 299 842. We object to the Purple Route as it would destroy a piece of irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since AD1600. The length at which ancient woodland takes to develop and evolve (centuries, even millennia), coupled with the vital links it creates between plants, animals and soils accentuate its irreplaceable status.

- For many of Wales' most important and threatened fauna and flora species, the varied and unique habitats which ancient woodland sites provide cannot be recreated and cannot afford to be lost.
- Ancient woodland makes up only around 2% of the land area of Wales.
- The £1.25 billion cost of the proposed routes represents £400 for every man, woman and child in Wales.
- A number of alternatives to a new section of motorway have been proposed, such as Prof Stuart Cole's 'Blue Route' which he argues would cost about a quarter of that and cause much less environmental damage.
- Much of the traffic on the M4 around Newport is local. In the medium to long term, much of this could be taken off the motorway by investing in public transport improvements, by providing improved rail services and additional stations or indeed by establishing a Metro in South East Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Please reconsider and identify alternative routes that will not result in such lasting and irreparable damage.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Please invest the money on better public transport, and give serious consideration to re-introducing the national canal network for freight. Our woodlands are our lungs. Building more roads is like smoking to help you run faster!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the current plans for the M4 route corridor around Newport. The proposed route will have impacts on sites of national and international importance for wildlife, which are legally protected. I do not believe that, based on the current alignment, suitable mitigation or compensation measures could be found to ensure that there will be no significant impacts on these sites. The levels is a complex ecological system relying on connectivity between reens and a finely balanced hydrology to support extremely rare mammal, bird, invertebrate and plant species, some of which are also legally protected. For example, water vole are just becoming re-established again in the Gwent Levels; a rare success story when the species which is protected by law has declined by 20% in the UK in the last two years alone. The Gwent Levels are a focus for a number of ongoing habitat restoration projects which would be severely impacted by the proposals.

See

<http://www.gwentwildlife.org/what-we-do/projects/shrill-carder-beeproject>

<http://www.gwentwildlife.org/what-we-do/projects/water-vole-project>

As a former employee of Monmouthshire County Council, my daily commute during 2011/12 involved the stretch of motorway between J20 of the M5 and J25a of the M4. The worse hold ups were around the bridge toll. Maximum delays near the Brynglas Tunnels were maximum 10 minutes at worse, except when there had been an accident in the Tunnel (a very rare event). I do not agree that such limited improvements to travel times could warrant large-scale environmental damage to a unique habitat of national importance. It would also facilitate further development on the Gwent Levels which would completely ruin the SSSIs as well as have a significant negative impact on the River Usk SAC and Severn Estuary SAC, SPA, SSSI and Ramsar Site. This is not Sustainable Development and therefore does not meet with overall Welsh Government policy and strategy.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport as it is totally unacceptable to pursue an infrastructure project that will devastate two irreplaceable ancient woodlands and 5 wildlife sites of special scientific interest to facilitate the building of a road that will only become congested anyway in the long term. Please look at other alternatives or just scrap the whole idea and spend £1.25 billion improving the everyday lives for the people of Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Our countryside is being decimated by motorways, roads, industrial developments, wind farms etc and this cannot continue as we are losing ancient and precious habitats. These woods can not be replaced. It is not simply a matter of planting a few new trees. I urge you to find another route for this new motorway, which would avoid the destruction of these ancient woods. Thank you.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from attachment)

Subject: personal response

M4 Corridor around Newport consultation - Personal Response

- Overall cost of building totally new motorway to south of Newport and downgrading existing M4 would involve a new, high level Usk crossing and would cost far in excess of what is justified. Such proposals are flawed.
- Although controversial, opening a relief cutting at the Brynglas tunnels combined with improved traffic management over a wider area is the better option.
- The existing tunnels could be retained for Eastbound traffic with the existing viaduct westbound used as the basis of a continuation through Brynglas hill, bridging A4051 and rejoining existing track.
- Foregoing entails deleting some exit options and junctions, taking pressure off the through road. It is questioned, for example, whether the B4591 junction is really necessary.
- Eastern Distributer Road should be further developed not only as part a relief route to the M4 but in conjunction with the Southern Distributer to form the key local traffic route for the Newport area.
- Magor to Europark section should be dual carriageway, this should have been done during the first phase
- At a midway point past the steelworks a (dual carriageway) spur should be inserted to the end of Corporation Road (former Alpha works) which itself should be upgraded to dual as far as its junction with the SDR (Lysaghts). Note this option involves little or no take of existing use land.
- Existing SDR Usk crossing is adequate but on the West Usk side improved traffic management is needed, eliminating some roundabouts and possibly flyover solutions at the Tredegar Park interchange.
- The draft proposals correctly identify the need for an M48 Junction to the B4245 between Caldicot and Rogiet that would provide access to an enhanced Severn Tunnel Junction and create effective 'bypasses' for both Magor and Chepstow.
- Alternative suggestions emanating in Cathays Park to concentrate such a junction and traffic onto the M4 by siting between Rogiet and Undy would create a major motorway pinchpoint and should be firmly rejected.
- Far more attention needs to be paid to improving access for traffic from the north, ie from Monmouth downwards, to reach the Mid-Valleys region in addition to the upgrading taking place of the Heads of the Valleys route.
- At present too much heavy traffic heading for Cwmbran, the lower reaches of the A467/8 (Risca, Caerphilly, etc) comes down and uses the M4. There is a pressing case for a better quality connection between the A449/A40 at Raglan to the dual carriageway A4042 at Little Mill with further improvements to the A472 throughout to provide viable alternatives.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

I know it's the old cliché that we need to think of the future for the kids. But it seems as though there is more concern over motorways, new housing and shopping centres being built than leaving something beautiful for future generations. It is the thought of this kind of senseless destruction, so that my children won't be able to out and experience the beauty and history of the woods, that make me not all proud to say I'm Welsh.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Relief Road

I wish to place on record my total rejection of the routes put forward for the planned M4 Relief Road. They do not offer the best solution and are all totally wrong for the long term future of Wales. Go back to the drawing board and try again!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I strongly urge planning to try to preserve our ever-decreasing natural habitats and re-plan the route accordingly.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, as well as cutting through no less than 5 SSSIs. I personally never travel on motorways because of the damage they do to the environment, (and do not drive, ever; or travel in cars unless there is no alternative). Stop destroying the most valuable aspects of Wales - the woodland and wildlife.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

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Non-fitting data

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Organisation:

Postcode:

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Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. I would feel the same way if an ancient woodland existed on my doorstep. The woodlands are our lifeblood, without them we shall just become a concrete jungle. We need the wildlife the woodlands protect and for people to enjoy throughout the changing seasons.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

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Organisation:

Postcode:

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Ancient woods are irreplaceable and to destroy them for the sake of saving a few minutes travel time is absurd. Our environmental destruction is going to destroy us.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Please reconsider the proposal.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

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Postcode:

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Postcode:

***Non fitting comments***

Non-fitting data

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Postcode:

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Postcode:

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Postcode:

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Non-fitting data

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Organisation:

Postcode:

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Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because in times of austerity it is a waste of tax players money and ancient woodland is an investment we need to keep and nurture.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. the road you have is good enough! Leave well alone!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Car travel should not be encouraged, as there are other modes of transport which are faster and more environmentally sound. On the other hand, these woodlands can never be replaced.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. These trees are irreplaceable and should be treated with respect.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Our ancient woodlands cannot ever ever be replaced. They are special places and should be protected just in the same way that we would protect wildlife. Go around it please.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Please consider another option

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

These woodlands are irreplaceable

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object completely and in the strongest way possible to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

When we are in the grip of global warming and where de-forestation has been one of the main contributing factors I think destroying this area of forest is reprehensible and irresponsible. Especially considering you are replacing it with motorway thus increasing the pollution and adding to the already catastrophic global warming situation.

I urge you strongly to reconsider and put an immediate halt to this destruction of our natural woodlands and seek alternative solutions that have little or no devastating effect upon the nature of our planet.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

The M4 route corridor around Newport is an excellent idea and well over due. Take no notice of these Luddites.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...traffic pollutes our woodlands help to keep the atmosphere breathable there has to be another way

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. As well as destroying either one or two irreplaceable ancient woods, the motorway would cut through no less than five SSSIs

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. We need to be trying to grow our wildlife and woodlands back, heal the damage we have caused not add to it. This is not a way forward for living on earth, we must grow economy alongside nature in harmony with lives and their habitats, without the balance of earth, air, water and trees life cant exist, this is a waste of money and destroys what is irreplaceable, if we dont take responsibility to keep lives safe and give a healthy future for all we dont deserve one ourselves, please act with your heart and find a solution that doesnt cause damage to any lives or futures.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

As well as the harmful impact to the environment and human health, the destruction of ancient woodland is clearly against section (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage."

There have been alternate routes suggested (Prof. Stuart Cole's 'Blue Route') which would cost less, both financially and ecologically.

I would be grateful if you would consider all the options available.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. because they are irreplaceable and should not be sacrificed for a few minutes saved driving time.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I appreciate there may be a case for enhancing the motorway provision but I do not think it should be at such a cost to ancient woodland. Once lost, ancient woodland can never be retrieved.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Postcode:

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. As well as costing £1.25 billion of taxpayers' money, £400 for every man woman and child in Wales, the road would destroy one piece of irreplaceable ancient woodland and threaten one other.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

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Postcode:

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Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport there is enough unnecessary roads in this country to many woods are being destroyed. I grew up in the forest of dean surrounded by beautiful trees, lakes plants and animals my family are from wales which is also a beautiful place please dont destroy it. I hope you listen to all of us and take are words into account. We all need trees and animals need homes this is why animals may cause problems in cities etc as their homes are being taken from them plus the noise from traffic ruins these peaceful places. we dont need anymore roads!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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Organisation:

Postcode:

***Non fitting comments***

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Organisation:

Postcode:

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Organisation:

Postcode:

***Non fitting comments***

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Organisation:

Postcode:

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Non-fitting data

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Postcode:

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Postcode:

***Non fitting comments***

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Organisation:

Postcode:

***Non fitting comments***

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. We must protect the remaining remnants of our primary ancient woodland. The ecology of these areas is not easily or quickly replaced and is a boon to not only our environment, but also our increasingly leisure and tourism driven service economy. I understand that we need infrastructure development, but this is the opportunity to plan to do it better.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Ancient woods should be protected! Please drop the plans!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

The loss of two ancient woods due to the proposed plans for the M4 route corridor around Newport is quite unacceptable. Ancient woodland is irreplaceable and very scarce. Once it was the most abundant habitat in this land, but no longer due to too many acts of destruction. Please alter the route or scrap the plans to avoid further harm.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Areas of ancient woodland contain specific indicator species of plants that will not grow naturally elsewhere. From these species a whole ecosystem exists. These ecosystems are of national importance to our environment as a whole. I urge you to consider this. Destruction of sites of special scientific interests would be a tragedy and are irreplaceable habitats.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. I used to live in Newport, and went to College there. I know this Woodand and believe it should be preserved.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Coming from a Canadian Prairie community that had to plant every tree over the past 100 years, it is unbelievable that you would destroy what nature has taken a lifetime to create.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Find a different route. It might not be the easiest option, but it's the right thing to do.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. This is a beautiful place that will be ruined forever for the sake of a short term economic gain just like the destruction of Cardiff bay a few years ago. Please reconsider this proposal and think about the Newport future generations will have to live in.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Lets learn a lesson from what is happening to the Amazon in south America. Its not needed! People can wait..

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport - Public consultation

Thank you for your letter of 20 September 2013 to Mr P Scott at HSE's Cardiff office, seeking HSE's comments on the above draft plan for the M4 corridor around Newport.

HSE is a statutory consultee for certain developments, including new roads, within the consultation distance of major hazard installations/complexes and pipelines. It appears that one or more of the proposed routes may lie within the consultation distance of a number of major hazard sites, including a licensed explosives site, and major accident hazard pipelines.

HSE's advice will depend on which of the HSE consultation distance zones the proposed road will pass through. However, as detailed plans showing the exact routes for each of the proposals do not appear to be available at the moment, HSE is currently unable to provide any indication at this stage as to how we would advise on any of the proposed routes.

If you supply detailed maps showing the exact route to be followed by each of the proposals, HSE will be able to provide you with advice in respect of each of them.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. This is happening in too many places in the UK.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This proposed route should shadow existing road from J23A and new road on steelworks site with elevated carriageway thus minimum interference to first four SSSI sites.

On west of river find a more direct route on elevated carriageways if needed to J.29 - not on SSSI. This route will have no exits and be eastbound only.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See question 1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See 9

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See 9

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See 9

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
See 9

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
See 9

**Q9. Additional comments**

Please provide any additional comments here.

If new road is built A I propose. It will be eastbound only with no exits - the existing M4 J23A - J29 will be westbound only. Both carriageways will be used at peak times and at other times can be closed for maintenance.

If new road is needed my suggestions would mean that the environment does not pay any price as no SSSI sites would be interfered with.

There are many examples of exits on motorways causing unnecessary delays. J19 M4 eastbound traffic queues to get on M5 southbound.

**Non fitting comments**

Non-fitting data

Dear Mr Pitt

Please send me a written confirmation of receipt of my response form as you promised me in Magor.

Many thanks

Mr Dave Crewe

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. This is ancient woodland that cannot ever be replaced - it will be lost for ever! We have already lost a vast majority. Please reconsider and re-route

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route is my preferred option as it is the most direct route, also I think being south of the Newport tip is unobtrusive to A48 and views of the only asset Newport has - the transporter bridge. The new road will address the problem of the total gridlock caused when an accident or incident happens on the present M4, as we have suffered on many occasions previously.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No! Something needs to be done now.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

As far as I am concerned the only high level of protection of the environment is to build the new M4 Black route.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

As for habitat, I completely understand any worries people may have about the Newport levels etc but I am sure birds and wildlife will adapt to the new road very well.

Once the new road is built the stretch of road (M4) between Malpas and High Cross will be a much nicer habitat for our birds and wildlife on the canal (Monmouthshire and Brecon canal). Many people are working very hard to renew locks and open this stretch of canal to long boats etc. There are 14 locks and a visitors centre which is a tourist attraction to bikers, walkers, horse riders, schools etc. use this a lot. Less noise and pollution will make this a much nicer place for humans and wild life.

**Q7. Health Impact Assessment**

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

Chepstow Road area, St Julians, Malpas, Brynglas, High Cross and Western Avenue area will all be cleaner air, quieter and nicer places to live thus increasing property value and making safer residential areas.

**Q8. Equality Impact Assessment**

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

By building on the outskirts the road is not infringing on anyones human rights or equality and will have no impact on any individuals.

**Q9. Additional comments**

Please provide any additional comments here.

Please see my drawing:

(Editor's note: see pdf provided separately. Not entered into database: 1 page)

The A467 was turned into a dual carriageway in 1985 and has taken traffic off small roads but the morning and evening commute is very bad. Traffic clogs because it can't flow onto the motorway in the mornings and reverse out of Newport in the evenings. Since 1985 Afon Village estate of 1,000 houses has been built and now the old Alcan site has been cleared and Jubilee Park is to be built, that's at least another 1,000 houses, who knows how many extra cars will be on our already clogged roads.

When the new road is built and the M4 becomes freer the traffic will flow much better.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Please consider other options than the destruction of ancient woodlands we will never get back.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not supported because of the cost and environmental impact and the effect on the docks and landfill site.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not supported because it is a duplication of the southern distributor road. It will be spending money twice.

It will also have an impact on the Grade 1 listed transporter bridge and may impair the bid for World Heritage Status also same reasons as black route apply

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not supported for same reasons as red route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See attached.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. Noise and pollution are just being moved elsewhere.

## **Non fitting comments**

Non-fitting data

(Editor's note: text from Word Document)

M4 Corridor around Newport - Consultation Response - Councillor Richard White

JL General

- a. There is no doubt that something needs to be done about the M4 but in today's strict financial circumstances is it the best value for money to build a new and costly relief road to the south of Newport.
- b. Is it wise to use most of the borrowing capacity of the Welsh Government on one project.
- c. As traffic figures given in the consultation document show that traffic has not increased significantly (Figures 3,4 and 7) is it necessary for a duplicated motorway standard road to be constructed.
- d. The growth projection in Fig 5 appears to be based on the growth in 2011-2012 only.
- e. 43% of journeys made are less than 20 miles (Figure 8). In view of this would it be better to address the problem of local traffic using the M4 as a short cut between junctions.
- f. Now that the section of the SDR is complete to Magor (Jet. 23 a) has any account been taken of the amount of traffic leaving at this junction and not using the stretch of motorway from Jet 23 to Jet 28.
- g. Will the proposed new M4 be necessary if the long talked about Metro system comes into existence as this has the potential to attract a large proportion of local traffic away from the existing M4.
- h. The proposed M4 does not help to keep traffic out of Newport who only want to use the M4 as most of that traffic from the north will still have to come through the northern part of Newport and use the existing M4. If a new M4 is needed in the future it should go north outside of the City boundary to intercept traffic from the north rather than just act as a bypass to the south with little catchment area.
- i. A new M4 will encourage more traffic on to the motorway network when a large proportion could use the railways, especially through transport from Ireland and West Wales. (Goal 3 & 15).
- j. The "average speed limit" should be re-introduced instead of the "variable speed limit" as it was noticeable that the accidents increased when the former was removed.
- k. The existing M4 around Newport is not unusual in terms of congestion at peak times. Examples are the M4 from the M5 to M32 junctions and the M25.

## 2. Alternative Solution

- a. Complete the missing section of the SDR past Duffryn from the roundabout near the Saracens Rugby ground and link it to the sections built many years ago at Coedkemew.
- b. Upgrade the junctions and roundabouts on the existing SDR to allow through traffic unimpeded flow either by dedicated lanes which do not join the roundabout or up and over separation, whichever is appropriate to the junction.
- c. Upgrade Jet. 23a to allow free flow on and off the M4 to the SDR and sign post it "Newport South, Centre and Docks"
- d. If cost effective join the SDR to the M4 at Coedkemew and sign post traffic from the west as c. above.
- e. Signpost the existing M4 as "through traffic"

## Benefits

- a. 2a will have a possibly unforeseen benefit by denying this section of road to the travelling community for unlawful camping when it is open to traffic. It will also provide good access to the proposed station, park and ride and the employment area at Coedkemew.
- b. 2b will keep through traffic separate from local traffic at junctions thus allowing traffic diverted off the M4 to keep moving without too much effect on local traffic. This will also benefit local traffic all the time.
- c. 2c and 2d. This will permit a seamless join with the M4 thus not causing congestion on the roundabouts at busy times.
- 2e. Will have the effect of diverting traffic off the M4 which require access to areas of Newport south of the M4 and thus away from the Brynglas tunnel area.

## Conclusion

Implementation of the SDR route will be a much cheaper solution than a new M4 with less impact on the environment as it will utilise mostly existing infrastructure.

It will divert traffic off the existing M4 which need to access areas of Newport south of the existing M4 thus relieving pressure on the Brynglas tunnels.  
It can be introduced in phases thus providing continuous improvements over time.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route as I believe this will be detrimental to wildlife.

I also believe that it will bypass Newport which will be detrimental to the economy of the city.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red route for the same reasons as in Question 1.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route for the same reasons as in Question 1.

**Q9. Additional comments**

Please provide any additional comments here.

The Gwent levels has five SSSIs in place which all the routes will go through. This makes a mockery of the SSSI system which the Government has put in place to protect unique and extremely important habitats. All the routes will bypass Newport, which already appears to be in sharp decline with so many empty shops and buildings in the Newport area. I see this M4 bypass making Cardiff richer and Newport poorer. Have you got evidence based prove that this will not happen? The cost is only an estimate at £1.25 billion pounds and likely to be more? How is Wales going to pay for this? The Welsh people are already having services cut to save money. I donated food at Tesco's to help people on the breadline.

Will the over 60s lose their bus passes, will free prescriptions go? Will Welsh people have to suffer further poverty to help build a new motorway that will help who? Why not improve the roads we have got rather than destroy more and more land. The M4 will practically run side by side an existing road.

Organisation:

Postcode: NP4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not see that the proposed route will do anything to improve access around Newport in the longer term. It is recognised that additional road space quickly fills up to capacity - I often travel to North West England and the M6 Toll road is a classic example. Congestion around Birmingham is such that I am forced to use an alternative route in order to avoid that section.

So, in a few years time, we will have destroyed the peace and tranquility of the Gwent Levels; spent over £1 billion for nothing.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I see no difference between this route and the Black route, in that it still cuts across 5 SSSIs for no long-term benefit.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See my previous comments - all these routes will result in Newport being strangled by motorways on all sides and, allowing for some improvement in traffic flow when first opened, will enable more traffic to drive past the city, on its way to points West. Where's the benefit for Newport here?

**Q9. Additional comments**

Please provide any additional comments here.

The flat-lands of Gwent are such a unique area of Wales, I think it is very short-sighted to destroy this precious place. Wales advertises itself as a country of great natural beauty and yet is prepared to sacrifice this area for what is seen as 'progress' - like the destruction of the Brecon-Monmouthshire canal, another beautiful resource.

The Gwent Levels is as much a part of Newport's heritage as the medieval ship discovered in the Usk - let's fund that treasure properly and attract people to Newport, rather than trying to hurry them all past the city.

I understand the desire to do something to alleviate the problem of the Brynglas Tunnels on the M4 and I would support the proposal put forward by Professor Stuart Cole, to enhance the southern distributor road. I believe this would take the pressure off the Newport section of the M4; be more beneficial to the local population; preserve the Newport Levels; greatly reduce the proposed expenditure.

By the way, what happened to the promise of reducing/eliminating the cost of crossing the Severn Bridge? Having tried to recruit staff into the Health Service in Gwent I know this acted as a huge barrier.

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object - as it will cause damage to the Gwent Levels SSSI.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object - as it will cause damage to the Gwent Levels SSSI.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object - as it will cause damage to the Gwent Levels SSSI.

***Q9. Additional comments***

Please provide any additional comments here.

The actual need for the M4 Relief Road is questionable because traffic data reveals no major increases , and it is at a lower level than in 2005.

Organisation:

Postcode: LD3

**Q9. Additional comments**

Please provide any additional comments here.

I wish to object to the proposed new motorway to the South of Newport. It has been proved that traffic grows to fill up new road systems, within a short time congestion will be at the same level as it is now. To offer an alternative route around Newport, the old steelworks road should be upgraded. The new proposed road will in effect be a Newport by-pass to Cardiff with no economic benefit to Newport. To create a more level playing field to help Wales economically the Severn bridge tolls should be scrapped and better rail links provided, upgrade the existing old steelwork road and continue improving traffic management on the existing roads as the current traffic management and improved traffic flow and safety on the M4.

When you consider Wales is bottom the UK heap at everything from education through health provision to prosperity then £1 billion could be used to better effect. These measures I have outlined would also prevent the inclusion of roads through areas which are currently triple SIs.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It seems this may be the best solution to the present problems (please see Q9) in that it should avoid having to come back for further measures in a few years time.

**Q9. Additional comments**

Please provide any additional comments here.

I think the present problems arise from a laissez-faire attitude in planning in the past. Out of town offices and the like have encouraged long distance travel to and from work and traffic volumes have noticeably increased as a consequence.

Organisation: Act Travelwise.

Postcode: SG1

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Complementary Measures

Provide cycle friendly infrastructure

Promoting the use of cycling as an alternative to the car for journeys up to Five miles by providing new infrastructure or improving existing infrastructure and facilities.

Provide walking friendly infrastructure.

Promoting the use of walking as an alternative to the car for journeys of up to two miles by providing new infrastructure or improving existing infrastructure and facilities.

M48 - B4245 Link

Park and ride facility at Severn Tunnel Junction is essential. This could include a freight consolidation centre; alternatively promote greater use of Wentloog Rail Freight Terminal.

Car Sharing

Encouraging car sharing will reduce single occupancy of vehicles.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Complementary Measures

Provide cycle friendly infrastructure

Promoting the use of cycling as an alternative to the car for journeys up to Five miles by providing new infrastructure or improving existing infrastructure and facilities.

Provide walking friendly infrastructure.

Promoting the use of walking as an alternative to the car for journeys of up to two miles by providing new infrastructure or improving existing infrastructure and facilities.

M48 - B4245 Link

Park and ride facility at Severn Tunnel Junction is essential. This could include a freight consolidation centre; alternatively promote greater use of Wentloog Rail Freight Terminal.

Car Sharing

Encouraging car sharing will reduce single occupancy of vehicles.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

#### **Complementary Measures**

Provide cycle friendly infrastructure

Promoting the use of cycling as an alternative to the car for journeys up to Five miles by providing new infrastructure or improving existing infrastructure and facilities.

Provide walking friendly infrastructure.

Promoting the use of walking as an alternative to the car for journeys of up to two miles by providing new infrastructure or improving existing infrastructure and facilities.

M48 - B4245 Link

Park and ride facility at Severn Tunnel Junction is essential. This could include a freight consolidation centre; alternatively promote greater use of Wentloog Rail Freight Terminal.

Car Sharing

Encouraging car sharing will reduce single occupancy of vehicles.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We do not accept this question as being realistic or valid. A more sensible option is to examine the advantages and disadvantages of the so-called Blue Route which offers the prospect of less costly infrastructure plus much needed investment in public transport modes.

### **Q9. Additional comments**

Please provide any additional comments here.

ACT Travelwise is the professional association for promoting and facilitating sustainable travel choices.

As the UK's premier association Travel Wise members benefit from a range of services designed to support them in their projects and careers in sustainable transport and mobility.

### **Non fitting comments**

Non-fitting data

In principle ACT TravelWise supports capital and running cost investment in public transport, walking and cycling. We regret that consultation on M4 corridor around Newport does not appear to give sufficient weight or value to sustainable options that help protect the environment and promote healthier life styles. We would argue that there is considerable scope and need for further spending on heavy rail services on the Bristol - Swansea Corridor and for investment in light rail as proposed in plans for the South East Wales Metro.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The draft plan (black route) is a very good route that should alleviate the major traffic problems on the M4 around Newport, but the fact that it cuts through the edge of the wetlands and nature reserve could cause environmental problems. Crossing the docks could be very expensive also.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

There is no way that the red route will alleviate traffic problems unless it is a motorway class road no M4 traffic will use it. It would be a glorified S.D.R. and only a piecemeal alternative which would not help at all at this time.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The purple route built away from the wetlands as a new M4 is by far that best alternative. If a motorway standard alternative is not built soon we will regret not doing so in the future.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This is not an option.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I hope the purple route will have minimal environmental adverse effects.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I hope the purple route will cause minimal damage to habitat.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Plan will encourage more traffic and so delay levels will not change.

Whilst under construction, situation will be much worse.

It is impossible and particularly around conurbation to provide sufficient road space for all rush hour traffic without accidents/incidents. It would be better to manage traffic to reduce accidents.

Similar or worse congestion occurs for example around London/Manchester/Bristol/Birmingham.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similar comment to q1.

All three routes include the hatched stretch at either end which is too close to SSSIs.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My preferred choice. Much cheaper. All this seems common sense and seems to me that it would largely achieve the goals and improve the congestion.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Any solution should offer maximum protection to SSSIs. Any major construction work will have an adverse effect. These areas are precious to the locality. The Levels areas are at risk from flooding - particularly tidal surge. Major construction is likely to adversely affect water table.

Organisation:

Postcode: NP19

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think you should extend the existing M4 motorway to 4 lanes and possibly extend the SDR to 3 lanes. I think the draft plan proposed is a waste of money and time. The existing M4 is working and just needs help by extending the lanes. Also St Julian's should be re-opened.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to Q1.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to Q1.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to Q1.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See answer to Q1.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See answer to Q1.

***Q7. Health Impact Assessment***

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

See answer to Q1.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
See answer to Q1.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Black Route as being unnecessary and likely to destroy valuable habitats within the city boundaries. If it has to go ahead then it should be a raised road on stilts to minimise the environmental impact.

The debt incurred by borrowing the money will place an unacceptable burden on future Welsh generations.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Red Route.

I object to the environmental impact.

I object to the debt it generate.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route.

I object to the environmental impact.

I object to the burden of debt it will incur.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I favour and agree with the "do minimum scenario". This is by far the best option for the people of Newport and Wales in general.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I do not believe it is possible to run a major road south of the city of Newport without significant environmental impact.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

There will be major impact on habitats.

**Q9. Additional comments**

Please provide any additional comments here.

The debt incurred by borrowing the money for any of the three proposed roads is an unacceptable burden for the Welsh people.

This road is unnecessary. The money would be better spent on schools and hospitals. If we can afford to borrow for roads then we should not be cutting public services.

The consultation overestimates the necessity for a new road and underestimates both the environmental impact and the impact of the debt on future Welsh generations.

We do not want a road south of the city.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object, as I feel we could achieve a resolve to the present problems by giving more consideration to improvement to our current infrastructure.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Ditto.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Not understood.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Not understood.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Not understood.

**Q7. Health Impact Assessment**

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

The health impact could be enormous for us the residents of Magor and Undy. Air pollution is already a problem, which will worsen.

**Q8. Equality Impact Assessment**

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

Not understood but our quality of life would worsen, worse environment and general quality of living here would worsen.

**Q9. Additional comments**

Please provide any additional comments here.

How about improvements:

- less M4 junctions
- More/better public transport
- Replace lost local facilities ie. shops/leisure
- Upgrade A48/SDR
- Downgrade MA48 with direct local access
- South Wales Metro more rail stations

Organisation:

Postcode: CF32

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will address the problems and achieve the goals well. It is overdue and needed badly.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is clearly inferior to the black and purple routes.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will address the problems and achieve the goals but less well than the Black Route. It appears to have greater adverse impact (closer to residential area, crosses landfill site).

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It will do neither.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. There must be an alternative that may cost more in terms of money, but the ancient woodland on this island, and the creatures who rely on it for their home, are becoming too rare. You cannot put a price on it. Please reconsider

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Please stop this.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The Welsh Government has adopted an excellent Planning Policy which states that: 'Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.' Now is the time to prove this great and good intention is adhered to! Our ancient forests are irreplaceable - we cannot afford to destroy them for future generations.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport^and even the assembly has stated that\_ 'Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.' Or are these just words that actually have no real meaning, a token gesture to keep people who actually care about the environment we live in, quiet? I'm appalled by the blatant disregard for the conservation of the local area.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Forests are needed for everyones health and the support of our dwindling natural forna and flora.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I understand you are concerned about business and commuting but there must be another way. Why not widen the current motorway? Surely we have enough motorways? Why not put the money you'd spend on a road towards car pooling or car sharing? How about improvements to public transport? The days of the car are numbered - not only are they going to become too expensive for the average family but oil is running out and there are no really viable alternatives - yet.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

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Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. This would be an appalling waste of ancient irreplaceable woodland. This is utter madness.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Please find another route and stop destroying our ancient woodland  
It's beyond belief you'd consider it

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The motorway as it currently exists is not fully used for much of the day. A lot of the peak traffic is local and could be better served by improving other traffic systems to take that load off the motorway.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Once destroyed, these woods cannot be regained. Environmentally this would wreak much damage and it cannot be justified.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. You could become a leading member towards the protection of our countries wonderful and exclusive countryside

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...it will spoil the beautiful area and threaten our native wildlife

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. A wood such as this is not easily replaceable. Not only is it a part of our planet's history and will act as a carbon sink, a thing we definitely need in a world where fossil fuels are over used to a phenomenal extent, it is also a habitat for numerous species, which no doubt are already threatened by the existence of the M4.

I ask you, what is the point in naming areas as Sites of Special Scientific Interest, if they are not protected? The reason behind notifying specific areas as SSSI's is to protect them, they are conserved areas, but the plans to destroy it in order to build a motorway completely abolishes the point of SSSI's in the first place. I would hope that you would reconsider these irresponsible plans. There are already thousands, if not millions, of threatened woodlands across the planet, let this not be another.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

We should preserve what ancient woodland we have left.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. where does this stop? Improve the roads we have already instead of making new ones.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Wales, and the UK in general, need to conserve areas of ancient woodland before it is too late!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport as these sites have been designated for their significant importance and therefore cannot just be ignored, forgotten or replaced. Once lost these treasures will be lost forever.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

I also object to the loss of habitat for wildlife in the levels and also general damage to the levels which are unique.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the proposed plans to build a new motorway. The united kingdom is already one of the least wooded areas in Europe. Trees and wildlife are our heritage and we have a responsibility not just for our

generation but for future generations to preserve this.

Trees and woods directly affect positively on our physical wellbeing, cutting yet more down will inevitably affect our health. There is also a lot of research based on the impact the natural environment has on mental and emotional health and as a therapist, I regularly see how our environment can affect our wellbeing in a positive or negative way. It is all of our responsibility to protect and preserve this.

Another aspect to be examined is our responsibility to preserve and protect wildlife. It isn't fair to keep chopping down their natural habitat so we can simply make life more convenient for us. There needs to be strategies put in place that works in a way that is supportive to all life on this planet.

At a time where money is supposedly low and there has been a reduction in services and jobs and people are using food banks, how can it be financially viable to spend taxpayers money on another motorway?? Surely there are better and more ethical ways to spend this money to promote health, and social and economic change so we are able to thrive as a community.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

I understand the demand and need for better roads/motorways, but seriously in South Wales, ancient woodlands. NO!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Woodland helps alleviate flooding (tarmac certainly doesn't) as well as being a habitat for many insects and animals. Please re-consider.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. When will the planners and the powers that be ever learn?

Woodlands and their therapeutic nature can save this country millions! People with dementia, very much in the news today, benefit greatly from their existence and having the ability to visit and recall happy memories!

What effect on the biodiversity of the area. Ancient woodlands are unique. Potentially there are undiscovered flora and fauna there. All this to be destroyed for a road!?

Get real and stop this madness!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Please find alternative routes/ transport plans that are not so destructive to these ancient lands. Once they are gone they are gone forever!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. It takes a long time to grow an ancient woodland - and it can not be recreated in less than 400 years by planting new trees

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport as it is unthinkable to destroy a valuable natural habitat. This is irreplaceable and to add to the road network is not an option. At what point do you stop?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The only good thing left in this country is the countryside - take that away and there won't be anything good left. We need more nature, not more roads!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Ancient woodlands are vital to the wider eco system. Once they are gone they are gone! Thousands of years of history and nature take thousands of years to replace. I strongly feel that these beautiful woodlands should be preserved for future generations.

Wales is very much known for it's natural beauty and therefore attracts many tourists to Wales. These people bring wealth into the economy and choose to visit Wales because it is one of the last, beautiful wildernesses in the UK.

As human beings we NEED oxygen, we do not NEED motorways. Please do not destroy this beautiful, much needed woodland. If there are transport and logistical issues I am sure that better solutions can be found without the detriment of the local environment.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because I believe that it is little more than vandalism to destroy something that is irreplaceable.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. There is always another way and this is not worth it for knocking 10 minutes off a journey time.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

We should be protecting our beautiful woodlands and rural areas. Once ancient woodlands are destroyed, we can never get them back!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Go through Llanwern!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

Woodlands are one of the lungs of the world and should not be sacrificed for cars which pollute the world.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Once it's gone it's gone, never can be replaced. Look your children in the eye and tell them what you're planning.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Ancient woodlands are particularly important because they are exceptionally rich in wildlife, including many rare species and habitats; are an integral part of Wales historic landscapes; and act as reservoirs from which wildlife can spread into new woodlands.

They may also have historical and archaeological significance because of low levels of disturbance and they can also be a source of inspiration for local culture and folklore. Ancient Woodlands are a finite resource which cannot increase so what remains is precious and irreplaceable and should be protected.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. the UK is too small to keep loosing areas of woodland to Mways etc we need to cut down on our transport , and care for our landscape which includes our woodlands.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Ancient woodland is as it is named and irreplaceable. We cannot just build roads which will totally damage the woods and the animals and insects that complete the biodiversity and depend on the woodland to live.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to this. We cannot keep building new roads and destroying our heritage.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because ancient woodland is a irreplaceable habitat, and is important both socially and naturally.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. fewer roads, fewer cars

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. because its unacceptable! We have adequate roads there! Leave it alone!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because we need to preserve our natural land and wildlife - not everything in life should be governed by money and convenience!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport... These woodlands are irreplaceable and should not be touched.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The benefits that may be gained from this proposed plan are far out weed by the loss of an already vastly diminished ancient woodland.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Once this beautiful woodland is gone it cannot be replaced please do not let this happen.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. Not only would this cost far too much in these days where recession still bites hard, but to destroy yet another ancient woodland when there are so few left after the last few decades of over development would be criminal.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Ancient woodland is very rare & we can't lose any more. It is irreplaceable.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Although I understand the need to improve the M4, especially the bottle necks around the Bryn Glas tunnels, destroying woodland in the Gwent Levels and Magor Marshes should not be considered as an option. The Welsh Govt have spent money encouraging us to plant a tree for every child in Wales, but this will be wasted if they destroy trees for roads and set such a poor example to youngsters. The children in the Magor, Caldicot and Chepstow areas, as well as Newport can visit these wildlife habitats for free and learn the importance of bio diversity as well as enjoying the outdoors. Welsh Govt say they want to end child obesity, yet they are planning to destroy the green spaces where children can run and exercise in the fresh air with their families. Please use your influence to find a different route for this relief road, one which will not destroy the woodlands. If we do increase traffic on the M4 we will need all the trees we can to protect the air quality in the M4 corridor area, as well as reducing noise and flooding risk on the motorway. Please re route and think again!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I wish to register my objection to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Once gone these can never be replaced - increasing traffic flow seems like such a poor reason to consider destroying such a wonderful resource.

Even though I now live in London, I'm from South Wales and still use this stretch of the M4 to come home and visit family. Even in rush hour, the congestion doesn't seem bad enough to warrant destroying ancient woodland. As a motorist I don't consider the benefits to be worth it against the losses to heritage and habitat. Please don't make the death of these woods part of your legacy.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. In my view the threat to ancient woodland should be enough to make Arup and the Government rethink these plans. The documents show that all alternatives will lead to some form of loss to woodland, too.

Organisation: Newport Civic Society

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Consultation response from Newport Civic Society

I have submitted my personal views on the proposed M4 Relief Road previously, but I have also been asked by Newport Civic Society to respond on their behalf. We would like to emphasise the strong support of the Civic Society Committee for the building of an M4 Relief Road. It was quite apparent from the recent consultation that details such as junctions of the new road, whether the A48M is connected or bypassed, and exactly what measures would be used to mitigate against damage to the wetlands were yet to be defined. We look forward to further discussion, hopefully in the near future, on the details. Most importantly, we hope to see progress. A lot of discussion and plenty of money has gone into the relief road plans, but we are yet to see any road. The benefits to both Newport and the wider economy are huge. We encourage good communication and strong progress.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

I believe that it is vitally important to hold on to our natural habitats, especially those as important as the Gwent levels which is an area with great biodiversity. The building of the proposed M4 will certainly destroy this area and the lives of a lot of wildlife living there. It is a very unique habitat which cannot really be transferred or 'built' somewhere else. The new M4 could however be built somewhere else.

For example, on land that is already built upon and therefore would not be destroying any protected habitats and ancient woodland. It is so important to preserve our ancient woodlands and sssi sites as once they are gone, they are gone forever.

Organisation: Local Access Forum,  
Newport City Council

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

I am writing as Chair of Newport City Council's Local Access Forum, a statutory body under the Countryside & Rights of Way Act, 2000.

The Forum considered the proposals for the M4 Relief Road at a meeting on 3rd Dember 2013. Members' comments are limited to considerations of the effects on access only, and these are given in the documents in the attached file. It is not possible to submit our response on the standard consultation response form, so I trust this email and accompaniments will be regarded as an acceptable substitute.

If you have any queries, please contact me by email or by 'phone, (Editor's note: personal details removed).

(Editor's note: text from attachment)

Response from local access forum - M4 relief road consultation

Below are the recommendations of the Newport Local Access Forum following discussion of the proposals at a meeting on 3rd December 2013.

1. No rights of way on the definitive map or unclassified roads from the list of streets to be stopped up.
2. If it is not practicable to provide underpasses for all rights of way, then alternative routes must be agreed that will allow through passage, or a new right of way created of equal value.
3. The proposed 'black route' crosses the coastal path several times. This will detract from visitor enjoyment and may prove costly in terms of providing crossings. It is suggested that the motorway route be slightly adjusted to allow only one crossing of the coastal path, as indicated on the map below.
4. There is no on or off access from the proposed route on the west side of the City in the docks area. Having such would avoid the need for goods traffic to pass through built up areas. It is considered that this would be more beneficial than the proposed access near Nash on the east side, where there is less activity.
5. The M4 relief road will be an intrusive feature in the coastal area. It should be screened by the planting of trees or other measures.
6. The sound of traffic is also likely to be intrusive. The road surface should be of the quietest possible type.
7. Establishing north to south right of way connections for non-motorised users across the City should be considered in plans for downgrading the existing M4.
8. Newport Local Access Forum recommend to form a subgroup with members of Monmouthshire Local Access Forum to be involved during the more detailed planning of the relief road.

(Editor's note: email has an attachment of a map presenting the Wales Costal Path (Newport Section), current proposed M4 route and the suggested alternative M4 route.)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Also the loss of Special Landscape, please preserve this for future generations.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because of the destruction that would be caused to one or two irreplaceable ancient woods, and that the motorway would cut through no less than five SSSIs: could it do any more damage to an irreplaceable environment? We are trying to save these places, not destroy them. Just the construction will cause much wider areas either side of the proposed route to be destroyed caused by the constructor's vehicles needing to make access routes either side. They may be given back to regenerate but the damage will already be done.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I am appalled at the proposal for the M4 route corridor around Newport which, in the current plans, would involve the loss of up to two ancient woods. The proposed route will have tragic consequences for the adjoining SSSI sites as well as the destruction of the ancient woods. The importance / benefits of such sites for biodiversity (and recreation) is increasingly being recognised and, in this perspective, the proposal seems a particularly wanton act of vandalism.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, alternative resolutions need to be made as the two woods do not constitute acceptable losses.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. It flies in the face of the Welsh Government's own Planning Policy which calls for the protection of such woodlands because of their rarity and value in the biodiversity they provide. The same argument applies to the loss and damage that would occur to the 5 irreplaceable SSSI's in this wonderful and valuable wetland.

I was brought up in Gwent and still visit the wetlands regularly.

It grieves me greatly to think that a Welsh Government would even consider irreparably damaging such an internationally important site. There IS an alternative, if absolutely necessary; using the steelworks access road that runs along the southern edge of the works and the Glan Llyn development site as a basis for the new road. I believe Professor Stuart Cole has examined this in some detail and come to the conclusion that it is a perfectly viable alternative.

Please take heed of all the objections. Don't let Wales become a pariah in the world of conservation. Such sites are incredibly rare and precious. We must protect them.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Surely there is an alternative that would miss out very popular and lovely countryside. I think that various possibilities should be looked at without just plumping for one 'solution'. Just because there are no houses in the way, it doesn't mean that people want to lose out on all too quickly diminishing countryside.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 corridor

Hi there, this is a great idea. I regularly travel to Cardiff for work and have been stuck on many occasions due to accidents on the M4. The southern distributor road gets very busy too as soon as there is an accident, so I feel this would help ease congestion and get people on their journeys quicker.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

The Welsh Government policy promises to protect ancient woodlands  
Further what is the point of designating areas SSSIs only to destroy them.  
We were promised the Levels were to be protected when the Cardiff Bay  
plans ruined that area for wildlife.  
What price pledges and promises..

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. There is a perfectly good road system taking traffic from junction 24 to junction 28 through the south side of Newport. The demands of big business for more and more roads is unjustified, firstly as the decrease in journey times is offset by the increase in traffic generated and the damage to the environment. It's about time the government explored other avenues than just building more roads, as this has proven costly and ineffective.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport and I also object to a new motorway across the Gwent Levels with loss of land there and devastating impacts on existing habitats of conservation importance.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport; whereas I fully support the Welsh Assembly's policy to maintain ancient woodlands and scrub. These

'protected' areas are the habitat of so many species that are still in decline.

I sincerely hope that our policy will stay strong, the woodlands stay safe and the motorway be redirected through less endangered land.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I was born and brought up in Newport and I remember the Newport bypass part of the M4 being built. I also used to visit the Gwent Levels already. I remember the building of the Llanwern Steel Works too - and sadly that must have meant the loss of countryside and wildlife sites. I object to the loss of up to two ancient woods in particular, and countryside in general, because of current plans for the M4 route corridor around Newport. They are irreplaceable and a haven for wildlife.

I use the M4 past Cardiff and Newport frequently and I am very seldom held up. I am satisfied with the variable speed limits. My wife and daughter go into Cardiff early to avoid the early morning pressure. I do think that a relief road through/past the Llanwern Steel Works is the best option from the motorway network (westward) to Newport's Southern Distributor Road is the best option. Improvements to the A48 and the SDR could be made to ease the passage of through traffic. I am opposed to the red, black and purple routes and prefer the alternative blue route. Saying this, I am taking into consideration the scope for improvements to public transport in the area.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. If there are ways of negotiating around sites of special interest from HS2 there must be a better way of improving capacity without loosing this ancient woodland.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Uk is the least populated in europe in terms of forests, losing forests will impact on our mental and physical wellbeing and our children would not benefit from our natural heritage. It is vital to protect our environment and health and forests are kye to this. Please don't destroy our forest, our hope and future. It will be a sad world without our natural habitat and species.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I am writing to inform you of my strong and clear objection to the loss of up to two ancient woods, because of current plans for the M4 route corridor around Newport.

Please seek a valid alternative, because this the loss of this woodland is not a viable course of action in my view, no matter how much the need.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. we do not need this. It is a disgrace the amount of money that would be needed as there are better options. We deffinatly do not want to loose our woodland and affect the balance of nature either. Better options should be found.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

It is a short sighted view which will do little or nothing to alleviate traffic flow. The preservation of the SSSIs are of far greater significance. The Welsh Government have this opportunity to show that they are guardians of the environment of Wales. The natural beauty of the Welsh countryside is a significant factor in attracting tourists from the large cities and also an important source of income. Do not let short term gain detract you from an important environmental challenge. The people of Wales deserve and expect better from their elected representatives

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. As a local resident I use the motorway regularly, but do not consider that this kind of expensive extension can possibly be justified. I visit the Newport Wetlands and Levels and value the peacefulness and wildlife there, and the woodland. I very much object to you using my taxes to support such a project!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, this would be a tragic loss to Wales and the people who love nature and these ancient woodlands.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because we need to protect woodland and wildlife and stop Newport from becoming a sprawling mass of motorways.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The threatened wildlife habitat is invaluable and irreplaceable. The proposed route would breach the Welsh Government's promise to preserve our ancient woodlands. Please take action to stop this from happening.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

The loss of up to two ancient woodland areas because of current plans for the M4 route corridor around Newport would damage a highly valuable natural resource. Only 2% of Britain remains as ancient woodland today. These ancient woodlands cannot be replaced and all too frequently development of protected areas is passed because of under valuation of unique habitat. There may be species present in these ancient woodland areas that have yet to be identified. There is obviously a need to progress and provide adequate infrastructure, however this should not go ahead at the expense of our unique natural heritage.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

This is against the WG's planning policy on the protection of ancient woodlands and I fail to see how the destruction of this vital habitat and the 15 minutes of journey time (maximum) that this will save is worth over one billion pounds of taxpayers money. This is completely unjustified in my opinion and I would like to formally lodge my protest.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...we need more woodland in the UK not less and this is special woodland which should not be sacrificed.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plan for the M4 route corridor around Newport. I love woodlands.it takes hundreds of years for them to mature and only days for big machines to destroy them. if this happens what have our children and grandchildren got to look forward too, lots of traffic and tarmac and no wildlife and beauty full landscape I feel it will be an terrible way to destroy such outstanding natural woodland

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. It would be a real tragedy to lose such a precious area of natural beauty. Please reconsider the siting of the proposed route to avoid this area of ancient woodlands.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. So much of our heritage has been wiped out by lesser custodians of our country. Many trees and woodland that have seen wales awaken have been torn down to make way for concrete. The very thing that promotes travel and commerce to our country - because of the beauty of where we live - will always play it's part in destroying what makes us us. In the years after your office, when you have retired and are sat admiring some view, you will remember your decision. The trees and woodland that have always been may still remain, or in their place there may be roads. No doubt crumbling and scarred, your legacy to a crumbling and scared welsh people.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The Welsh Government has adopted an excellent Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage." (paragraph 5.2.9) This proposed new motorway is therefore a vital test case as to whether Wales' irreplaceable ancient woodland is going to be protected or not.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...If places are designated an S.S.S.I, or is ancient woodland, it should not, under any circumstances be touched! How can you possibly support this crazy motorway plan, to ease congestion around Newport. I live near the laughingly named, Brynglas Tunnels and Malpas Road relief road, It had done nothing of the sort and until you widen the tunnels, which would solve all the current problems, you can throw as many motorways around Newport as you like, but it still won't solve the problem, and you all know this. It would be costly and sadly affect many people living in the area, but there are other alternatives to this madness. Is it really worth pacifying a handful of business people, while alienating the majority of your voters, too many of which are already alienated. Please reconsider this lunacy.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...I am heavily involved in biodiversity and the conservation of a local woodland not far away, and can see no good reason for promoting the loss of such habitat. The cost to us is far greater than the purely financial one. Such habitats once lost can never be fully replicated and the carving-up of the Gwent Levels cannot be justified.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...Habitats are irreplaceable and surely alternatives can be found.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I am concerned about the current plans for the M4 route corridor around Newport. From what I read there seem to be other alternatives to this that are not mentioned in the consultation. The cost is very high considering the need for other transport improvements around Wales. The impact on SSIs, the Gwent Levels and ancient woodlands seems excessive. No proper Equality Impact assessment has been done at this stage.

I do drive this bit of road and although it can be slow around peak times the delay is only about 5 minutes in my experience. I am against the preferred option in the current consultation document, until I know more about other alternatives and until the costs both financial and other have been more clearly set out.

Some relief will be necessary but it is not at all clear at present that this should be the preferred option.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The cost, in monetary terms and terms of environmental destruction, is too high, particularly in view of Prof Cole's alternative Blue Route, which should be adopted. I trust you will take these comments on board.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Prof Cole's Blue Route should be adopted.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Living in Cardiff, I use the M4 frequently and am well aware of the problems of traffic flow around Newport that occur from time to time. However, to sacrifice ancient woodlands and SSSIs in an attempt to solve traffic congestion would be inexcusable. I thought we had all learnt by now that building more roads just increases traffic volumes. There are other possible solutions. Personally I would prefer to see my tax money being used to improve and subsidise rail travel to alleviate pressure on the M4.

Nothing can justify the destruction of our irreplaceable natural heritage. I urge you to think of what we are being asked to sacrifice, remember that in the long term this is no solution, think of what it will cost and what else we could achieve with this money. Resist the self interested pressure of the roads lobby and defend our heritage.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. If these woodlands are destroyed there is no way to replace them and important habitat and biodiversity will be lost.

Whilst I agree that there are problems with traffic congestion at peak times there must be alternatives to destroying these important wooded areas. For example improvements of the current route. I understand there is legislation protecting these kinds of areas from development and this proposal seems to dismiss this legislation out of hand.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport... I object to much land over the years as been given up to motorways . It been proved over the years that nothing gets any better the more road ways you build you add more traffic on the roads !

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because the Welsh Government is committed to protecting Ancient and semi-natural woodlands (Planning Policy, paragraph 5.2.9), and the proposed route of the scheme would cause irreparable damage to such woodland. I trust that you will represent my views on this matter.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...this will be irreplaceable. These are woods of history with important ancient trees.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. These woodlands are irreplaceable and take hundreds of years to even look like a woodland, let alone the tens of hundreds of years this woodland has taken to mature. Road networks cannot and should not be allowed to go through such ecologically sensitive areas for both flora and fauna. Surely the scoping document for the project and route the motorway down an alternative route, where such ecological loss is not so great. No mitigation to counter balance the proposed loss can ever replace this natural space

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 Corridor around Newport draft Plan Consultation

I fully support the construction of the proposed M4 relief road; it will save money, save lives and save carbon through less congestion. It will also greatly enhance the quality of those people in Newport who live under the shadow of the existing M4.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

I believe that the money earmarked for this could be better spent in improving the local transport infrastructure to relieve pressure on the motorway.

I would gladly travel by bus if it could easily get me to my destination without multiple changes, but as it is, I have to walk the best part of a mile to get a bus into Cardiff, otherwise I have to take the bus into Newport and train onwards from there.

Many new housing estates have been built in Newport, particularly around the Celtic Springs area and the only convenient way to get anywhere is to drive. Give us more options (that are reliable) and we will use them.

You have environmental targets for recycling, why ruin our environment by destroying all this forest when you could be improving local transport for future generations and reducing pollution from all those unnecessary car journeys.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I grew up in Newport and although I am now living in Swansea, I regularly drive along the stretch of M4 near Newport when visiting family in Newport and when travelling further afield.

I agree the road can be very congested and something needs to be done.

But I am very concerned at the huge price tag. £400 per welsh resident is just too high especially at this time of austerity. I would favour the solution put forward by prof. Stuart Cole. A far more academically designed scheme and at a fraction of the cost.

Plus I believe that if this road went ahead it would be against Welsh Government's own planning policies. With 2 areas of ancient woodland and 5 SSSIs under threat, the ecological cost is too high.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

I have been invited to respond by the Woodland Trust in Wales / Coed Cadw and I would ask that their views on the destruction of ancient woodland and SSSI habitats are given proper consideration.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I travel that road several times a week and have never ever been delayed by congestion in the last twenty plus years. If there is severe congestion then there are other ways to ease it, the 50 mph speed limit which was in force recently was an ideal solution, the variable speed limit works well on the M42.

I am not a traffic expert, I'm sure there are many who are well qualified to come up with alternative, economical, green solutions. This proposed new road is certainly not one of them, it is expensive and destructive of irreplaceable habitats, please re think.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I also object because of the destruction of vitally important wetland habitat, and five SSSI's. Twenty

years ago I was part of a team that surveyed the proposed route for a southern distributor road bypassing Newport, that was going to cut through the same land. We found numerous rare plants including orchids, bountiful insect life such as dragonflies and damselflies, one of the rarest forms of pond plants in the UK, reptiles including grass snakes, many amphibians, not to mention the abundant bird life. These findings have not changed in the last 20 years. This new M4 will destroy it all. Newport will become a desolate island in a sea of concrete, surrounded on all sides by motorways. Newport town centre is already suffering the brunt of the recession with many empty shops. I believe that this proposed new motorway will make Newport into a ghost town. Please do not build another new road around Newport, and look into ways of improving the existing system instead.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...we must protect our ancient woodlands and SSSI at all cost. The existing Magor dual carriageway through Llanwern joining the southern distributor road, should be upgraded providing M4 relief. This would save capital expenditure and protect our precious environment.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...although I frequently have to queue, I would rather do that than have acres of woodland and wetlands destroyed. We must save the environment.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I would like to register my objection to the prospect of the loss of up to two ancient woods if the current plans for the M4 route corridor around Newport were to be adopted for the main route solution into South Wales. This land will never recover and be lost forever.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...one of the most valuable things we have is our countryside, it's what makes this part of the world what it is. The M4 has already been widened, shouldn't you be concentrating on other things? Like that stretch near Port Talbot that goes down to a dual carriageway, sort that out first and leave the woods alone,

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I am also seriously concerned about the severe detriment current plans will cause to valuable and rare biodiversity and habitat which will either be destroyed or very seriously. As a regular M4 user I believe there are less destructive and equally effective options which do not destroy such valuable habitat and biodiversity.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

We need to find better ways to manage the existing roads we have, the M4 via Brynglas tunnels is typically only busy for around 1 hour twice a day, it is madness to spend so much on an alternative with such dire outcomes for our landscape. Toll charging at busy times would encourage users to avoid peak times and surely it could not cost as much to widen the brynglas tunnels however difficult compared to the alternative proposed. The other point is that when there is a traffic incident on the A449/ M4 the police stand around for hours with no attempt to get traffic flowing again, it takes far too long in general to clear roads after incidents. The changes to the Coldra and the average speed limits on the approach to the tunnels from the Coldra have radically improved traffic flow, we need more of this strategy, that is better use of our existing roads and not more road building

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, and the obliteration of a number of other SSIs.

As you know that the M4 is seriously overused around Newport, some alleviation of that congestion is desirable. I would agree with a route of least devastation and damage, and wonder if all possibilities have been put to scrutiny? A number of dual carriageways, with earth ramparts, and wildlife underpasses for humans and other animals?

I imagine that some idea exists on the usage of the M4, and on the destinations of users? The smaller roads would certainly draw off local traffic to some extent, because at the moment there are few or no

choices! Presumably the smaller roads could circumnavigate all woodlands and SSIs?

I am sure that there is every likelihood that all this has been considered, but it is soulless to plough through ancient woodlands and SSIs?

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Our ancient woodland are our rainforest it is lunacy that you are even considering destroying this vital natural resource.

I personally object to the creation of a road on environmentally sensitive land including ancient woodland and a SSSI when there are (cheaper) alternatives.

This area is where I grew up, and it is such a shame to destroy something so beautiful and rich in wildlife for a road.

Please take into account the environmental sensitivities into account when deciding on a route.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods due to current plans for the M4 route corridor around Newport, although I understand the need for a relief road to ease the congestion, I feel that an alternative plan is needed, one that does not have such a devastating impact on the wildlife and biodiversity of Newport.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

Please get on with building this road with all speed.

The environment is being ruined with all the M4 pollution from huge queues. It would be nice to hug trees but we need this road.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

These are irreplaceable and form a fundamental part of our Heritage and our fast disappearing Countryside.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Ancient woods are irreplaceable and a valuable part of Wales' heritage.

I urge you to consider alternative options for enhancing transport around Newport.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Wales' semi natural woodland is already under huge threats. We still do not know what the full extent of the P.ramorum pathogen will be in regards to forestry. It has the potential to affect many of our deciduous trees and is already being blamed for the devastation of Wentwood forest. To destroy more through expansions to our road network will be a crime against nature. Habitat loss and it's effects on bird, mammal and invertebrate populations would be high. I was under the impression that politicians wanted to promote the economy in an environmentally sustainable way. This proposed destruction of SSI's goes completely against this ethos.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: New motorway proposal

I would like to respond to the plan to build a new motorway on the Gwent Levels.

I disagree with the proposals on several grounds:

It has been proven that increasing the number of road and motorways increases the number of cars and only solve the problem on a short-term basis. We are in desperate need of alternative ways to using cars. The money would be better spent on improving train service, park and ride etc.

The area is important for wildlife and this will be destroyed forever. The existing roads on the level are not stable and illustrate how much work would be need to make them suitable for a motorway. This means that the location increases the overall cost of the project. It is not good value for money.

I urge to consider an alternative plan and abandon this proposal.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Please reconsider and look at options that do not have such adverse environmental impacts. Ancient Woodland is rare and irreplaceable.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: New M4 proposals - Objection

As someone who regularly visits the wetlands area to the south of Newport, I am concerned to read about proposals to re-route the M4 through this ecologically sensitive area. In an era when such sites are constantly under threat or simply being eroded at the edges which reduces their usefulness, I believe that proposals such as these can do nothing but harm for their future.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Please oppose the plan to build a stretch of motorway through the Gwent Levels.

I have seen, with alarm, that there are plans to build a new motorway round Newport.

This would mean cutting through several nationally important sites for wildlife (SSSIs) and destroying the beautiful Gwent Levels.

The area is of national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique 'reens'; special drainage ditches which provide a home to many invertebrates and small plants.

A new road would cause major irreversible damage to the wildlife of the Gwent Levels. Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands.

Furthermore, building a new road through this beautiful area, could make the land between it and Newport vulnerable to further development.

There are other sound reasons to oppose this road building, including very high cost and modelling of future need for a road that may be inaccurate.

Please ensure this road is not built.

We have a duty and responsibility to protect our wildlife and our special habitats. The damage that would be done to this area would not be justified.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Please do not allow this land to be used in this way. The Gwent levels are a historic and beautiful place, full of nature and diversity. This should be kept for future generations. I would like to see other less destructive alternatives taken instead.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Encouraging people to travel in other ways by improving public transport should be the way forward.

Destroying ancient woodland, creating more pollution and harming people's health seems an insane idea in this day and age.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: SA41

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Corridor

I am strongly against the plan for a new highway through the Gwent Levels.

The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain and is the largest area of its kind in Wales. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest. The Gwent Levels is extremely rich in wildlife with otters, water voles, wading birds such as lapwing, snipe, redshank and curlew, 25 rare plants including the world's smallest flowering plant *Wolffia arrhiza* and 144 rare species of insects.

The proposed road through the environmentally sensitive area which will:

- Cut directly through four nationally important Sites of Special Scientific Interest with a direct loss of valuable wetland habitat;
  - Irreversibly damage the integrity of the whole Gwent Levels ecosystem by leaving habitats degraded and fragmented and making rare species more vulnerable;
  - Cut across the River Usk, a Special Area of Conservation designated under European legislation.
- Please reconsider this proposition.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...it's easy to cut trees down but good ones take ages to grow back. They are a precious habitat for wildlife and a resource for the people living nearby, as well as a lung for their areas.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: CF3

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: FAO Allan Pitt

I failed to input the form online, probably using my inappropriate software. Anyway I do not have all information to answer all your questions. However I have some comments, I hope useful - I have been driving literally thousands of miles/ km on the M4, before and after my retiring, over thirty years.

Now I use MD weekly to see my daughter in Bristol, helping because she works at home as a magazine editor.

More information if needed is at the end of my response:

M4 Corridor around Newport

WG19741 draft Plan Consultation Document

Response:

The Consultation Document focused on local problems, traffic moving around Newport , however in the context of East-West travel in South Wales overall - as the Document indicates - beyond the Newport area to Cardiff and towards the West.

Again the Consultation Document discussed the M4 Brynglas Tunnels as a constraint. Looking at those Tunnels around Newport, we could also regard as an East-West crossing of the Usk that is equally concern. Relatively recently there's another exit from M4, became eastward of the Tunnels, towards the Newport City Centre, in effect an extra bridge over the Usk. Again, a 'new' bridge over the Usk, which is part of the Newport Distributor Road (A48), south of the George Street Bridge. Both of those crosses over the Usk must have eased pressure on the M4.

The important point of my response is that we now need an up-to-date survey of possible traffic from point-to-point, at least between M4 J24 and J28. I now believe that present technology of numberplate recognition can tell us where people are aiming; whether they want to go to Newport or Cardiff Docks, Industry, City Centres, into suburbs, or further Westwards in South Wales. Without such information and analysis, we can only guess what road we should build and where.

At this point, however, I can only speculate. But if a new road or motorway were join to the existing M4 near Castleton then there would be severe congestion in the immediate future, for M4 and A48 and A48M, particularly between St. Mellons and Llanedeyrn. Personally I suggest the black, red, purple route could we consider extending through the Newport Docks, but not joining to the existing M4, near Castleton, rather look for a route similarly following the main railway towards Cardiff, particularly serving Cardiff Docks , Cardiff Bay, develop offering a convenient Park-and-Ride for our Centre of the Capital.

Maybe I repeat myself here but you can, using available technology, analyse the traffic around Newport not just numbers (say) through the tunnels but how many want to go where, especially into Cardiff but others prefer around the City beyond. Bluntly we do not want to move similar M4 problems, just approx. 10 km west.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. We should be cutting the number of cars on the roads not encouraging more pollution,soon there will be no places left for wildlife,its madness and outrageous these sites are so precious now and are so called protected,it seems nowadays politicians dont care anymore about things that we should all cherish and protect for our children.so sad.Please, Please re think and do not destroy this vital area for wildlife.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Re: M4 Corridor around Newport Public Consultation

Does this mean less maintenance to the old M4? I still think that a double deck motorway, top deck straight through Newport would be a good long term solution. It could be funded by the eventually to be cancelled HS2. and think of the excellent design that would be someone's legacy.

Organisation:

Postcode: NP20

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Consultation response

Please find attached my response to the M4 Consultation.

(Editor's note: text from attachment)

I am writing in response to the public consultation on the draft plan for the proposed M4 relief road.

While I accept that there are significant issues with under capacity on the current M4 around Newport, I have serious concerns about the case made for the proposed relief road and the proposed road. I will deal with each in turn.

The Case for the Proposal

There are two principal concerns with the case for the proposed relief road:

1. The case for the need for a relief road is based, in part, on an anticipated increase in traffic levels that appears to have no foundation in recent trends in the level of traffic on the M4. Traffic levels have either been stable or decreasing in recent years (as illustrated in Figure 5 of the proposal). It is difficult to accept that the projections that are used to justify the proposed relief road are realistic.
2. The relief road is proposed in isolation from current Welsh Government policy and proposed public transport schemes. To attempt to justify road-building on the grounds of increased traffic levels lacks credibility when the proposed metro scheme is expected to reduce traffic on the M4 is not factored into traffic projections.

The Proposed Route

The proposed route for the relief road raises concerns of its cost to the environment, the economy of Newport, and the cost of construction:

1. The proposal makes no attempt to justify the environmental damage of the proposed route. The proposed route will pass through a number of SSSIs and will damage an historic landscape. The Gwent Levels are important for wildlife, and have become more so since the destruction of habitat during the creation of Cardiff Bay.
2. The proposed route contains no proposed junctions to the south of Newport. The omission of any junctions to the south of Newport is worrying. The south of Newport contains a number of industrial areas that should be served by the relief road to reduce the amount of heavy goods traffic within Newport. Without junctions the relief road becomes a Newport bypass, which is not an acceptable solution for the economic well-being of Newport.
3. The proposal offers three variations of the same route and type of road. A previous consultation proposed three clear alternatives, of which the current proposal was one.

Both of the alternatives were significantly cheaper than the current proposal. To omit those alternatives from the current consultation is questionable, especially when value for money is a serious consideration for any proposed solution.

In conclusion, the public consultation does not justify the case for the proposed road and its route, and offers nothing in mitigation for the environmental damage cause by construction of the proposed road. Furthermore, the cases for or against previously proposed cheaper alternative routes are not explored, and neither is the case for reducing traffic on the road through encouraging greater use of public transport and moving freight to rail. The proposed road is not a good solution

for the people of South East Wales, and appears not to offer a solution that is good value for money to taxpayers, whether Welsh or UK taxpayers.

Organisation:

Postcode: NP25

***Non fitting comments***

Non-fitting data

Subject: M4 corridor around Newport

I object to the proposal. The money should be spent on improved rail and public bus and coach services.

The Gwent Levels are too important as a wildlife sanctuary to be bisected by a Motorway or Trunk Road.

I use the M4 around Newport regularly, weekly or every 10 days and visit the Levels once or twice a year.

I am female, British and over 60.

My address is (Editor's note: personal details removed).

I found it impossible to fill in your questionnaire which is not user- friendly. I hope you will use this email as an official objection to the proposed road.

Please reply

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.. We are losing enough of these ancient woodlands which in turn badly affects all our wildlife as if they are not suffering enough.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not believe it will address any problems as there are none, its only achievement will be to create more problems for local wildlife and disrupt the attempts to salvage Newport City Centre.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to 'Question 1'.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See answer to 'Question 1'.

**Q9. Additional comments**

Please provide any additional comments here.

As a Newport resident I cannot see the benefit of an M4 "relief road" and I am dismayed not only by the potential cost but also by the forceful and irrational nature in which developments, which do not need to be explored or addressed, are being carried out by an AM on some sort of quest to be remembered or leave a mark.

To destroy 5 Sites of Special Scientific Interest is folly and it will do more long term damage to the wildlife in the area and to the development of Newport city centre, than it will benefit a road that is still, in the view of many, fit for purpose.

I object to ANY development in this area and to any new road which will ruin a unique and beautiful landscape and which takes people and business away from Newport or the Gwent area.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Please don't destroy the Gwent Levels

Please consider the future of wild open spaces.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Newport - Proposed Plan

Apologies for taking so long to provide my thoughts on the proposed M4.

I enjoyed the Drop-In exhibition in Castleton and think that this proposal is a very good idea. I like the idea of converting the current M4 to a trunk road and think that both roads will then help reduce the congestion around Newport.

I know that there are those who don't wish to see sights like the Wetlands disappear but it looks like your plans are cutting into these area as little as possible.

I look forward to the next phase of the process.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. The Welsh Government has adopted an excellent Planning Policy which states that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.". This proposed new motorway is therefore in conflict with national policy. As well as destroying either one or two pieces of irreplaceable ancient woodland, the motorway would cut through no less than five SSSIs (nationally important wildlife sites). This should not be allowed to happen due to the existing policy outlined above.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I object on two grounds:

(1) There is a very strong policy commitment by the Welsh Government to protect ancient and semi-natural woodlands. These valuable landscape habitats and features are already scarce, and very vulnerable to loss and damage from destruction and fragmentation.

(2) There are feasible, cheaper and much less-damaging alternatives, such as more effort at demand management; better traffic management on existing routes; or alternative less damaging routes.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Newport M4 relief road consultation

I would like to register my opposition to the construction of the M4 relief road south of Newport. The new motorway would cross five separate Sites of Special Scientific Interest and damage each one.

The Gwent levels are a unique wetland system and are nationally important for a number of wildlife species. They should not be damaged to provide additional road traffic capacity.

What is the point of having nationally (UK-wide) protected sites for wildlife when they can be destroyed if they prove inconvenient?

I am also concerned that out-of-date data has been used to predict ever- increasing traffic levels, while in fact this may not prove to be the case.

A new motorway like this across valuable designated wildlife sites is totally contrary to the Welsh Government's Sustainable Development Policy.

I urge you to take a step backward from this proposal and look at more truly sustainable ways of reducing traffic congestion.

I fully support the stance taken by the RSPB and Gwent Wildlife Trust.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 Corridor around Newport draft Plan Consultation

I heartily object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport.

Our ancient woodlands are irreplaceable. Areas of great biodiversity, they support larger numbers of species than any other habitat in the UK, and once they're gone, they're gone. They should be protected, not destroyed.

Apart from the ecological impact, and looking at the situation from a purely human point of view, woodland is vital for our wellbeing. Mature trees take up harmful carbon emissions and purify the air that we breathe.

Woodlands are places where people can walk, relax, interact with nature - all very necessary elements of life in our modern, fast-paced society.

This island on which we live was once covered in forest. Now only a fraction of that ancient woodland remains - the rest has been subjugated beneath the remorseless wheels of human 'progress'.

So please find another solution to your situation. A solution that is harmonious with the environment in which we live, rather than one which benefits a few with vested interests.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 around Newport

Having been walking the coastal path from Chepstow to Newport my wife and I have found the Gwent Levels absolutely fascinating - real gem and we can fully understand the peoples' concern over the routing of the proposed new road.

While visting my brother in Vienna recently, we learned of a new road planned from the airport to the east of the city crossing the Danube. There was fierce opposition to this as the road would cross the Lobau which is a large nature reserve on the eastern side of the river. The solution is a tunnel which will be built right under this protected area and the Danube. It will cost more but it is more environmentally friendly and all seem happy with this.

I think a tunnel should be considered here. This would also avoid the Wetlands Area being dwarfed by a noisy flyover which would be disastrous to all the hard work that has gone into this other gem in this part of Wales.

Organisation:

Postcode: NP15

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Corridor Around Newport Consultation

I trust that it is acceptable not to use the official response form, as I have neither the time nor the depth of knowledge and information to usefully complete much of this. Furthermore it is not designed to assist a response that is more about the process than the choice offered. I have however quickly read through the relevant documents.

My response follows:

It is regrettable that the selected priority goals and problems listed in the response form do not include those related to sustainable development, a central operating principle of Welsh Government. This may reflect public opinion but it is to be hoped that it does not reflect the attitude of transport decision-makers.

I am unconvinced by the traffic growth projections. I suspect that a wider integrated regional analysis of the potential impact of all public transport and other sustainable travel initiatives in the pipeline, plus the scope for making greater use of A465, would produce a different result - not necessarily a 'no need' conclusion but at least one with less urgency than usually claimed.

I am also unconvinced by the 'essential for economic development' argument. Far worse or more frequent delays seem to be experienced on the M6, M25, M5 (Gloucester) without the business community making such claims.

The reasons for the rejection of the earlier Option C are only briefly stated and require critical examination. I am sympathetic with the case made by Prof Cole for the similar Blue Route, particularly if the lower cost argument can be substantiated, but uneasy about the environmental effects on existing and future residents of southern Newport.

I am also sympathetic with the wildlife and landscape concerns for the Gwent Levels, but not convinced that the effects of the 'reasonable alternatives' need be so great that the habitat integrity of the SSSIs is unacceptably damaged.

Conclusions:

Rather than the present WG economic development-driven choice between very similar alternatives, there is a need for, and time for, a fresh independent review of the present route choices and the Blue Route that is costed and takes account of all regional transport options in order to be based on the most realistic forecast of motorway traffic needs. That review would also have to measure the effect of the options on human and wildlife communities.

Proceeding now to an adversarial inquiry process is unlikely to produce the fairest conclusion, but if that is intended it is at least vital that the Blue Route is an equal contender in the process.

(Editor's Details: personal details removed)  
(Male, over 60, occasional M4 user for leisure)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Your planning policy states that "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage."

I therefore ask that if this road must go ahead it is routed away from Ancient Woodlands.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Since I left Newport when I graduated transport links in the area have improved considerably and many areas benefit from the better links and the improved access via the SSC. This plan will do nothing to improve links and is not needed by the local area. The levels have gone from being a industrial area to a tourist attraction and an area of vital importance for the environment. These islands of ancient woodland are rare and precious pars of the biodiversity of the area and should be preserved.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Woods like these have taken hundreds of years to evolve and should be considered in the same way as protected buildings. Our country has little enough left and schemes should be put in place to protect them. Surely a way around could be made.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because this road plan is totally unnecessary if plans for a light rail transport system in SE Wales are seen through. We are destroying the natural heritage of the area for the benefit of faster road links between London and the ROI. We need to reduce traffic on our roads, not add to it by building costly motorways. Newport as an urban area needs to protect its existing woodland areas not destroy for 'business' and profit.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport because all three proposed routes for the new motorway would involve destruction of valuable ancient woodland which is an irreplaceable natural resource. Ancient woodland makes up only around 2% of the land area of Wales and its loss is hugely damaging to the ecology of our country and the welfare of our endangered flora and fauna. The woodlands have taken thousands of years to develop and cannot be simply replaced or replicated elsewhere: once lost, the biodiversity is lost forever.

In addition, the proposals will cause huge damage to the Gwent levels, an area of national importance for our birds. The levels provide feeding grounds for significant numbers of waders and waterbirds already under threat from ongoing habitat loss. The levels are also a flood plain, providing a valuable flood relief defences, the importance of which must be underestimated.

I feel very strongly that upgrading of the Llanwern Road would be a far more appropriate option and could probably provide much better value for money for the Welsh taxpayer.

Please do not support the current proposals.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Magor with Undy  
Community Council

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: Consultation - M4 Corridor Around Newport

Please find attached our Consultation response in respect of the above consultation. A paper copy has also been forwarded by post.

(Editor's note: text from attachment)

Draft Consultation Document - M4 Corridor Around Newport

Magor with Undy Community Council have seriously considered the information provided in the 'Draft Plan Consultation Document - M4 Corridor around Newport', and totally object to the proposals put forward at the Consultation, and cannot, under any circumstances support the Black, Red or Purple Options.

Firstly, members of the Community Council attended one of the Consultation public drop-in exhibitions, and were dismayed that there was no specific detail on display regarding alignment, and were told that this was merely an outline, and that details had not been worked out, or designed as yet. Similarly there was a lack of, or no detail with regards to the proposed Junctions, particularly any in close proximity to Junction 23A of the existing M4 at Magor. Members were therefore unable to form an opinion as to how the proposal would impact on the villages of Magor and Undy.

Neither could the Welsh Government/ARUP staff at the Drop-in exhibitions advise how the proposals would fit in with other transport measures; public transport, park and ride, Rail and or Metro links, and further, they were unable to provide information as to why the Welsh Government had selected these options and had rejected the other proposals as per the previous Consultation in July and December 2012.

The Gwent Levels holds a wealth of wildlife which needs protecting for future generations, and it is vital that access to this wonderful plethora of wildlife flora and fauna remains on their 'doorstep', enabling them to connect with the natural environment. The Levels is an important site valued for its wildlife and used by local communities as a site for valued recreation.

Development of any of your proposed routes; Black, Red, Purple, would have a high impact on our (and neighbouring) communities. The development of a new 'high quality road' across the Gwent Levels would cause and have an adverse impact on the Gwent levels and what is a unique landscape and habitat for wildlife, it would also add to climate change across this section of land. These three options have to be considered as 'non-starters'.

All these options propose a motorway route across land already designated as Sites of Special Scientific Interest (SSSIs) because of their important habitats and species.

The Gwent levels is one of the UK's surviving ancient grazing marshes, is a unique area for wildlife, and it provides a habitat for rare flora and fauna. Many of which are not found anywhere else in this part of the country. Any development would be sure to impact on the ancient system of drainage ditches (here before Romans times) and could also have a knock-on effect causing an impact on the Severn Estuary, a site of international importance for nature conservation.

The proposed route is adjacent/parallel to the most important eco-system in Wales, if not in the UK - The Severn Estuary is a registered RAMSAR and SPA site, and an extremely very large portion of the Gwent Levels is already registered with SSSI status. Both the Severn Estuary and Gwent levels are also sites of Special Archaeological Interest with a phenomenally rich and varied archaeological landscape - Ecologically each area being dependant on the other.

The Severn Estuary has already seen a decline in the number of Northern Lapwing (Peewit), a wader that congregates on the mudflats, but which nests and breeds on adjacent rough grassland, agricultural and arable land - The Gwent Levels.

Much of the Gwent Levels has SSSI status and is a habitat for thousands of migratory birds throughout the seasons. The SSSI area is also home to a wide range of rare plants, insects, mammals (otters, water voles, bats) as well as invertebrates, breeding birds, and a wide range of flora. Some of these species are specific to this area only. Within the vicinity of the proposed new road are the Newport Wetlands Centre, and the Gwent Wildlife Trusts' Reserve 'Magor Marsh'. Both are equally important to the wildlife, flora and fauna of the Gwent Levels. Any impact on the rare species in this locality may result in total extinction.

The Welsh Government is obligated under the Habitats Directive, Wildlife and Countryside Act and NERC Act to protect and retain designated sites and restore biodiversity. It would appear that the Welsh Government's proposals would do nothing to encourage biodiversity, but merely promote biodiversity loss. The Government should be doing everything in its power to protect wildlife and halting the loss of yet further biodiversity.

Cutting the proposed road across potentially four SSSI sites could irreversibly damage the integrity of the whole Gwent Levels ecosystem, leaving habitats fragmented and degraded, making the already rare species living in this area more vulnerable, and at more risk.

Much of the proposed road is on a Flood Plain, and an area with a history of flooding will surely increase the risk and effects of toxins through run off and drainage entering the local intricate patchwork of sensitive reed systems across the levels thus impacting in wildlife, flora and humans alike.

The Severn Estuary SMP2 (Shoreline Management Plan) indicates that a 'managed' retreat of the shoreline will occur in view of the forecasted rise in sea levels - the highest recorded tides reaching approximately 8.4m. What consideration has been made to this, and the possibility of even higher tides following the predictions of global warming and Tectonic changes causing changes in the level of the tides over the next 35 years?

What impact will this have on the proposed new road? The SMP2 report further states that a Coastal Defence Embankment system has a life expectancy of 60 years - Some of the coastal defence embankment in this area is already hundred and fifty years old, due for replacement, with only occasional 'patched' repairs being completed on some sections since the 1940's. The Gwent Levels are noted as a Landscape of Outstanding Historic Interest emanating from natural fens consisting of alluvium over peat with ridge and furrow, and an ancient drainage system of 'grips, ditches, reens, pills and penstocks' as well as being recognised for their high visual, sensory, and cultural importance. The area as a whole makes a significant contribution to the quality of life for the people who live and work here.

The Gwent Levels provide many 'ecosystem services' - benefits from the environment. These include flood alleviation, and air and water quality regulation, as well as providing recreation, tourism and education opportunities. A 'new' road system would negatively affect this ecosystem service provision, leading to considerable impacts on the health and wellbeing of people locally and further afield.

Traffic volumes have not increased dramatically over the last 5 or so years, and the Welsh Government in its consultation documentation does not appear to be able to justify the need for a new road.

Extra road capacity generates more traffic. The proposed new road will create higher flows of traffic and this in turn will lead to increased greenhouse gas emissions. The Welsh Government is committed to reducing its greenhouse gas emissions by 3% per year in order to prevent runaway climate change. Encouraging more out of town development and further increasing dependence on the private car is completely contrary to this aim.

Welsh Government money or borrowing would be far better spent on enhancing and improving the various public transport networks; buses, metro, rail links etc., as well as improving and possibly upgrading the existing network of roads. There is a requirement and demand for improved public

transport, and the Community Council feel that this consultation has not given any consideration to integrated public transport or to maximising the efficiency of existing roads thereby developing a 21st Century integrated transport system as proposed by the South Wales Metro consortium and upgrading the link from the Llanwern Steel Works Access Road, and the Southern Distributor Road. Such measures would surely be a better use of limited resources and would achieve key outcomes such as providing better access to jobs and employment, whilst protecting our natural environment and preserving the character and history of the Gwent Levels, and promoting resilience to climate change.

The Welsh Government wants to make sustainable development their central organising principle. This scheme is contrary to the Welsh Government definition of sustainable development, as it will have a long term negative impact on the wellbeing of people and communities, and does not 'enhance the natural and cultural environment and respect its limits - using only our fair share of the earth's resources and sustaining our cultural legacy' (One Wales: One Planet, 2009).

Magor with Undy Community Council, totally object to the proposals put forward at the Consultation, and cannot, under any circumstances support the Black, Red or Purple Options.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: The latest M4 relief road proposal

I find it hard to believe you are yet again reviving this old chestnut.

This is the third time this road has been proposed, firstly nearly 20 years ago, and again in 2004. How much tax payers money has been wasted so far, and how much more is to be wasted on this third proposal?

Do you really believe relieving tunnel congestion will improve the Welsh economy?

Since the plans were originally proposed, a road has been built around the south side of Newport, designed to relieve congestion on the M4. Is the money spent on this to be wasted as well? Presumably should plans to build a further 'relief road' go ahead, this will be used even less than it is now. Would it not be more cost/sense efficient to link the SDR road with the newly opened Llanwern Access road so that local traffic uses this instead of the M4 tunnels which are the source of congestion, freeing the tunnels for long distance travellers.

The original plans for a relief road were eventually rejected because the proposed road crosses the Gwent Levels and cuts through several SSSIs. It is still immoral to build across SSSIs, or what protection does this title give? It becomes absolutely meaningless.

I would have thought in these days of increased awareness of global warming and the all too real threat of higher sea levels, and who knows what other problems we will be facing, a road across carbon neutral wetlands is the last thing anyone sane would be proposing.

Falling emissions are a legal requirement, how can building a new M4 help to achieve that?

Any money which is to be invested should be spent on improving public transport, in particular the rail system which could be much more efficient. There should also be financial benefits for those willing to car share, and better links to Severn Tunnel Junction.

More cycle tracks are needed along main roads, and these need to be much more 'joined up' than they are now. There should be lockable places for cycles at railway stations - sadly lacking at Severn Tunnel.

And I have just read in the news that the proposed road also threatens ancient woodlands.

Please consider all the cons of this proposal and also let common sense prevail.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: Consultation - M4 around Newport

Please find attached a copy of my response in connection with the above Consultation. A copy has also been sent via Royal Mail

(Editor's note: text from attachment)

Draft Consultation Document - M4 Corridor around Newport

I totally object to the proposals put forward at the Consultation, and cannot, under any circumstances support the Black, Red or Purple Options.

I was concerned that your officers at the local Consultation public drop-in exhibition could give no specific detail on alignment, and that this was merely an outline. There was also a lack of detail as regards to the junctions and as to how the proposal would join up with the existing M4. This information was a great concern to me, and it could personally affect me in relation to land that I currently rent for grazing.

The Gwent Levels are a very important part of SE Wales, and of great historic and ecological value. The Levels are home to a wealth of wildlife flora and fauna. Your proposed Black, Red and Purple routes would cross this important area - potentially four SSSI sites. The routes would impact on the biodiversity, unique landscape and habitat of this area. The ancient system of drainage ditches have been here prior to Roman times and any development could cause a knock-on effect and impact on the Severn Estuary - a RAMSAR site.

The Gwent Levels are noted as a Landscape of Outstanding Historic Interest emanating from natural fens consisting of alluvium over peat with ridge & furrow, and an ancient drainage system of 'grips, ditches, reens, pills and penstocks' as well as being recognised for their high visual, sensory, and cultural importance. The area as a whole makes a significant contribution to the quality of life for the people who live and work here.

The Gwent Levels have SSSI status and is an important habitat for thousands of migratory birds throughout the seasons. The SSSI area is also home to a wide range of rare plants, insects, mammals (otters, water voles, bats) as well as in-vertebrae, breeding birds, and a wide range of flora. Some of these species are specific to this area only. Within the vicinity of the proposed new road are the Newport Wetlands Centre, and the Gwent Wildlife Trusts' Reserve 'Magor Marsh'. Both are equally important to the wildlife, flora and fauna of the Gwent Levels. Any impact on the rare species in this locality may result in total extinction.

Isn't the Welsh Government obligated under the Habitats Directive, Wildlife and Countryside Act to protect, maintain and restore biodiversity? Shouldn't they be doing everything in their power to protect this important area?

What plans are in place, and what consideration has been given to global warming, the possibility of tectonic changes and the possibility of higher tides - as predicted over the next 35 years? What impact will this have on the proposed new road?

The Gwent Levels is on a Flood Plain. This will surely increase the risk of toxins, through run-off and drainage, entering the local intricate patchwork reen system, thus impacting in wildlife, flora and humans alike. How will the proposed road impact and fit in with other transport measures; public transport, park and ride, Rail and or Metro links?

Why have the options as referred to in the Consultations of July and December 2012 been rejected? Staff at the Consultation Drop in Exhibition were unable to answer this question.

If Traffic volumes have not increased dramatically over the last 5 or so years, how can the Welsh Government justify the need for a new road?

Extra road capacity will only mean more traffic, with people moving away from what is currently an inadequate public transport system, resulting in increased greenhouse gas emissions. The Welsh Government is committed to reducing its greenhouse gas emissions by 3% per year in order to prevent runaway climate change. Encouraging more out of town development and further increasing dependence on the private car is completely contrary to this aim.

Welsh Government money or borrowing would be far better spent on enhancing and improving the various public transport networks; buses, metro, rail links etc., as well as improving and possibly upgrading the existing network of roads. There is a requirement and demand for improved public transport.

This consultation does not appear to have given any consideration to integrated public transport or to maximising the efficiency of existing roads thereby developing a 21st Century integrated transport system as proposed by the South Wales Metro consortium and upgrading the link from the Llanwern Steel Works Access Road, and the Southern Distributor Road. Such measures would be a better use of limited resources achieving key outcomes such as providing better access to jobs and employment, whilst protecting our natural environment and preserving the character and history of the Gwent Levels, and promoting resilience to climate change.

The proposal put forward in the consultation by the Welsh Government is not a sustainable development as it will have a long term negative impact on the wellbeing of people, communities and the eco-system.

I cannot support the Black, Red or Purple options, and therefore have to object strongly to your proposals.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. This road will be going in just make people's lives a tiny bit easier, that's all. Give the trees a chance. There is now less than 2% of ancient woods left in the United Kingdom, which can never be replaced. Once it's gone...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

The Black Route would destroy irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. We cannot afford to keep destroying irreplaceable ancient woodland. Moreover, the destruction of ancient woodland is clearly against section (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage."

The plan is also contrary to the Welsh Government's stated aim of encouraging travel by sustainable forms of transport and it will cause a large increase in traffic and hence of CO2 emissions which will damage the Welsh Government's aims of tackling climate change.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Ancient Woodland is scarce and irreplaceable it must be protected as a matter of duty. Irreplaceable is the word that has to be taken notice of, continual erosion of this scarce resource diminishes the health and well-being of us all as well as the unique wildlife that inhabits Ancient Woodland. This unique wildlife can't up and move, it is there because of the long undisturbed nature of the soils and the long established woodland habitat. When it is gone it is gone! We must protect and buffer ancient woodland against all development or threat no matter what the cost. I appreciate that this M4 project is a good idea but it is a worse idea to destroy ancient woodland, it must be protected.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

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Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Consultation Response - (Editor's note: personal details removed)

Could you please send receipt of this response.

(Editor's note: text from attachment)

M4 Corridor around Newport Consultation Response December 2013

1. The lack of detail throughout the papers makes it extremely hard to comment on or support the proposals you are putting forward. It is the details, such as junction, exact positioning etc that will affect the people I represent most. The lack of detail throughout makes it impossible for this to be a conclusive and productive public consultation on the issue.
2. The general position of the road where it looks like (cannot be definite due to lack of detail and lack information provided even when asked for) it joins the existing M4 at Magor will have a huge effect on the villages of Magor with Undy. Not only will people be forced out of their home but the already extremely busy roundabout which joins the M4, B4245 and Steelworks access road would become even busier.
3. Magor and Undy already have huge traffic problems with little hope of any solution in the near future. This would only add to our burden.
4. The lack of information that was able to be provided at the public consultations also adds to the issue of this not being a productive or conclusive consultation.
5. It isn't acceptable to not consider integrated transport and maximising modal shift as these will help to bring cars off the roads, whereas with the current plans as they stand the emphasis is completely on cars on the road and will undoubtedly lead to an increase in vehicles in the area.
6. There are many opportunities for better public transport links, better awareness of existing roads and initiatives to take cars off the roads. What I am saying is there are other options.
7. The average length of trips around Newport shows at 40% between 5 and 20 miles. People living in the locality can access from chepstow to east of Newport without having to go on the motorway at all. It is however unusual if they do not use the motorway.
8. There have been new improvements to the steel works access road which now means there is effectively a ring road around Newport allowing people from a large radius of surrounding areas to access all of Newport and gain access to the motorway at Tredegar to go east towards Cardiff or Swansea without going on the motorway at all.
9. The lack of effective sign posting around these new improved roads is the cause for so many local people to use this stretch of the M4 unnecessarily. If better sign posting was put in place to advertise these new routes that have already had millions spent on them it would significantly relieve the pressure on the M4 in this area.
10. The new M4 is proposed on practically the same route as the new improved ring road (Steelworks access on to A48). It seems ludicrous to spend so much money on road improvements to improve the traffic situation on the M4 then not advertise or sign post them effectively enough and then spend billions more on another road, disturbing more people and ruining more wildlife, on practically the same path.
11. The previously discarded blue route is, in my opinion, a much better option than the current three.

12. It has been proved in other cases where they have had similar problems that relieving the bottleneck in one area only pushes it back further. If the current problem was relieved in this area but ended up being pushed back on to the bridges it would be an utter disaster.

13. I am not even convinced the problem is as bad as is made out. I travel that stretch of road minimum 5days a week and have never had any sort of problem as is described as an argument for this road. I have never known that road to be at a standstill for any reason other than an exceptional one i.e. an accident.

14. I also question the argument of the traffic problems effecting trade. The M25 comes to a standstill on a daily basis and is internationally infamous for doing so; I haven't yet seen London close down financially.

15. There is a general consensus among my colleagues that this is indeed a Band-Aid approach. It may help in the short term but I have spoken to nobody who believes this is a comprehensive long term solution to the problem.

16. Better planning is needed, more consultation is needed; more thought is needed. Let us not make the mistakes of those before us and create just another problem for others to deal with in sixty years' time.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 Corridor around newport -Consultation response

I enclose my personal response to the M4 Consultation

(Editor's note: text from attachment)

M4 Corridor around Newport Consultation Response December 2013

1. Thank you for the opportunity to respond to the consultation in respect of the M4 Corridor around Newport

2. This is a personal response and does not reflect the views of any organisation or group.

3. It is regrettable that there is no real detail. When asking at the drop in session regarding the alignment of the proposed road because it looked as if it will cause unnecessary problems the answer was that this was only an outline and as such the actual alignment has not been designed yet.

4. Similarly regarding the lack of detail of junctions etc there was a similar response so obviously until that basic level of information is available this is not actually a full public consultation on the proposals.

5. The lack of information of the sort provided at the previous consultation meant that at the drop in session the proposed location of 'petrol interceptors', 'reed beds' and 'settlement tanks' etc. or even if they were to be provided on any or all of the options again further weakens the consultation.

6. When asking how this linked into the overall transport proposals for the area the response was equally astounding in that this was simply a consultation on the road and other measures such as Park and Ride and public transport enhancements that could be integrated with this proposal were excluded as there was a separate report being prepared on the Cardiff Metro.

7. You cannot separate the two and a limited consultation because of the lack of detail becomes almost meaningless if it is not looking at travel in a holistic sense. It is fundamentally flawed.

8. The previous M4 CEM consultation deliberately included measures to encourage car sharing and modal shift by designating some of the existing M4 as High Occupancy lanes for the use of vehicles carrying more than one person for example.

9. It looked at the Integrated transport opportunities for rail, buses etc. and indeed initial ground survey work was actually undertaken by the new M4 team (according to the right of access notices on the gates of the farmers fields) for the slip road on and off the M48 to the B4245 between Rogiet and Caldicot and on down to Severn Tunnel Junction station.

10. When asking about this specific option I was told that the Welsh Government was looking at a slip road between the B4245 and the M4 west of Llanfihangel and not the M48 between Caldicot and Rogiet and if this latter integrated transport option was wanted that would be for the County Council to progress and fund.

11. It is totally unacceptable not to consider integrated transport and to maximise modal shift and especially to be considering in isolation a proposal that would militate against the viability of providing the facilities to reduce the number of vehicles on the road.

12. Irrespective of if one or none of the options goes ahead this basic concept of taking vehicles off M4 Corridor around Newport Consultation: Responses received by participant

the roads by providing Park and Ride at places like Severn Tunnel Junction must be progressed.

13. It is noted that there are a vast number of low mileage trips around Newport with 40% between 5 and 20 miles and that the present mode share of Public transport for Newport is an abysmally low 7%.

14. It is worth putting this in context to places where investment has been directed towards integrated transport rather than just building more roads which has shown in the past to just encourage more road vehicle use.

15. Consider Zurich (Population around 360,000 - c.f. Cardiff around 325,000) where the modal share using public transport is not 7% it is 77%

16. Even Winterthur (Population around 98,000 - c.f. Newport around 140,000) the second city in the area now has a greater percentage of travellers using public transport compared with those using cars.

17. (Public transport usage information above from 'Transport for Suburbia' by Paul Mees ISBN 978-1-84407-740-3)

18. The point is that the low usage of other than road vehicles (7% public transport in Newport) is a result of transport policy. If the Welsh Government's policy is to encourage more vehicles on the road then build more new roads.

19. If you have bottlenecks and congestion instead of just building new roads to relieve the problem and to move it further down the road to the next bottleneck area, then concentrate far more to encouraging modal shift

20. If you did in Newport what has been done in Winterthur, then using your own percentages on the effect of public transport (M4 Corridor enhancement measures WelTAG Appraisal Report Stage 1 {Strategy level} Section 11.2) you would expect to see a reduction of up to 20% of traffic volume on the M4 around Newport.

21. With a 20% reduction on the M4 would you still need to build a new road? It all depends on whether your policy is to encourage more cars or to encourage modal shift away from the present high car usage.

Organisation: Newport Harbour  
Commissioners

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Consultation - M4 Corridor around Newport

I attach, on behalf of the Newport Harbour Commissioners, their response to the consultation relating to the Draft Plan - M4 Corridor around Newport (Responses due by 16 December). I have sent a hardcopy of the attached documents to Freepost M4 Consultation. Please could you confirm that this submission has been accepted as an official response to the consultation. The letters attached do not lend themselves to completion of the online form.

(editor's note: text from attachment)

Re: Draft Plan for M4 Corridor Around Newport  
Response to Consultation Process

We hereby respond to your request for views on the published proposals for the construction of a new M4 corridor around Newport.

The Newport Harbour Commissioners object to the proposals.

The objection is based upon information currently made available to us. The Commissioners met representatives from the Welsh Government and ARUP in June 2013 where the key objections were discussed. The Commissioners reserve the right to amend/expand their objections when further information is made available.

**Objections**

We refer to our letter dated 6 June 2008 (copy attached) to WAG. This set out in detail the Commissioners objections to the proposals for a new M4 at that time. Given the lack of detail of the proposals at the current time, we reaffirm these objections subject to the receipt of further information. In summary, these objections relate to;

- a) The possibility of a one way fairway through the proposed new Bridge across the River Usk. Clearly this objection may be amended when further details of the proposals are known
- b) Pillars in River. As (a) above
- c) Height of proposed Bridge. As (a) above, but our objection now also includes requiring details of the proposed bridge over the enclosed docks. It seems that the proposed bridge is planned to be built right through the Port area. This would have a very serious effect on the ability of vessels to utilise the enclosed Dock.
- d) Change in architecture of sea going vessels. See letter dated 6 June 2008.
- e) The effect of Global Warming. See letter dated 6 June 2008.

The overriding objections to the planned scheme are that there is likely to be a serious deleterious effect on safe navigation for vessels within the jurisdiction of the Commissioners and that there is no clarity as yet over the serious questions concerning the height of the bridges and any temporary or permanent obstructions in the River Usk and the enclosed Dock.

In our opinion, the Welsh Government should also consider most seriously the drastic impairment of a vibrant port which is absolutely essential to the economy of S Wales and beyond. It is very important that our concerns are taken into account because the Port of Newport is an essential part of Wales' business infrastructure.

We trust our objections call will be taken fully into account, and would reiterate our wish to be involved fully in further deliberations.

(editor's note: text from attachment)

Re: New M4 project -- Magor to Castleton  
Impact on River Usk and enclosed Dock at Newport

We write further to your letter dated 7 May, and the meeting that took place at Caldicot and Wentlooge Internal Drainage Board on 14 May. Thank you for making a presentation to us, which has given both the Board of Commissioners and its Advisory Body a great deal of food for thought.

At the outset, we need to confirm the very real concerns of all the Commissioners over new information you presented at the meeting. This related specifically to pillars now being placed in the River Usk and the possibility of a 10 metre high bridge. Given the time already spent on stakeholders' consultation and that you are now at the outline business case presentation to the Minister, Commissioners consider that this is not a helpful way to ensure positive consultation and instil confidence in formal procedures.

At the conclusion of the meeting, you asked that we revert to you with our considered opinion on the methodologies and options that you put forward. Our views are set out below.

### 1. Objection

We have previously objected formally to the construction of a bridge over the Rivers and the enclosed Dock since, by definition, it will restrict commercial activities. It is the Commissioner's primary function to safeguard safe navigation and conservancy in its area of jurisdiction. For the avoidance of doubt, this remains the current position of the Board of Commissioners.

### 2. One-way fairway through proposed Bridge on River

The Commissioners object strongly to this proposal, primarily for safety as opposed to commercial reasons (although the latter may also be pertinent). The drawings that you presented to the meeting envisaged a 153-metre gap for navigation between the 2 columns. (Incidentally this differs markedly from the 450-metre span that was proposed at the previous meeting between the Commissioners, its Advisory Body and you. We were informed that such a span would avoid the needs for piers to be placed in the navigable channel (See later)). The concern over safety in relation to this proposed width was clearly expressed at the meeting. There have been instances in the past where vessels have lost control and slewed across a river. (e.g. The Lagik on the River Nene of which further detail may be supplied if you require). As vessels with an LOA of 180 metres currently traverse the River this narrow gap would be a significant risk to shipping. In fact, as the 2 piers are not directly opposite each other, the safe width for shipping may be less than 153 metres.

### 3. Pillars in River

The drawings which you presented at the meeting revealed that the current proposal is to place, permanently, two pillars actually in the River as opposed to being placed on the River bank as the Commissioners were led previously to believe was the plan. Firstly, we will be most interested to view the considered opinions of other interested bodies such as The Environment Agency and the Countryside Council for Wales ('CCW'). As you are aware, the River Usk is somewhat unique in its particular bio-diversity and it seems very likely to us that such a construction would have some impact thereon. We will be interested to view your Environmental Impact Assessment/Environmental Statements in due course. Secondly, you will be aware that the entrance to the Port and Harbour of Newport is subject to periodic maintenance dredging to ensure safe passage for vessels. The placing of such impediments in the River itself may affect the natural regime of the River such that the requirement for maintenance dredging could be increased due to scouring/ eddying etc. Capital dredging at certain areas in the River may also become necessary. Dredging can be an extremely expensive expenditure for a Port. If the proposal to set part of the bridge infrastructure within the River was to proceed, we would wish to see a detailed hydrological study undertaken to ascertain the affect on the regime of the River. This would usually involve utilising modelling techniques. Previously we were informed that no temporary piers would be placed in the river during construction - does this remain the case?

#### 4. Height of proposed Bridge

In summary, the presentation made by you to the Commissioners and its Advisory Body was that the proposed Bridge would give a clearance of 27 metres (plus allowances to be agreed) over the River Usk and 25 metres (plus allowances to be agreed) over the cut between the North and South Docks within the enclosed Docks. The allowances would be lower in the enclosed Dock than over the River due to the more benign conditions of the former.

The Commissioners would wish to review, in some detail, the detailed analyses prepared by Arup and ELP before commenting in detail on this issue. We would note, however, the comments made by 2 attendees of the meeting on 14 May of vessels recently visiting Newport that would be stopped from traversing to the North Dock if the bridge is constructed at the height envisaged by the preliminary plans. We would also point out that any bridge could have a deleterious affect on the wharf currently operated by United Marine Aggregates, and we would wish to consult with them on this issue.

We would point out an error in your letter of 7 May. You state that the proposed width of 153 metres and proposed height of 27 metres 'have been discussed with you historically over a number of years'. In fact these parameters are far more restrictive than those previously presented to us. It has been approximately 2 years since we last heard from you substantively on the proposed M4, despite our requesting clarification on progress. You also refer to the 'continuing appropriateness of these proposals'. We have, of course, never agreed that any proposals made were appropriate. Finally in this regard it was stated at the meeting on 14 May that the Commissioners had been made aware that 'it was never the intention to accommodate 100% of vessels' through the proposed Bridge. Again we have never concurred with such an assumption.

As noted above, we will comment further on the 27 metre/ 25 metre proposed heights in due course. At the very end of the meeting, a notional figure of a 10 metre high bridge was thrown into the discussion. The Commissioners believe it a fruitless exercise to consider such a groundless contention - we are debating the constraints that a proposed Bridge with a 27- metre clearance would bring to bear on shipping. It therefore follows that a 10-metre clearance would be totally unacceptable. We also understand that you have not discussed this directly with other stakeholders who would be affected by such a dramatic change in plan.

#### 5. Changes in the architecture of sea-going vessels

Several attendees of the meeting on 14 May made reference to the potential for the shape of sea-going vessels to be potentially subject to a great deal of change in the future. It is thought that vessels may well be designed to allow them to minimise costs on fuel etc. This could, for example, lead to a return to sails or other methods of propulsion. The Commissioners will consider whether they should employ a firm of naval architects to source the type of evidence that you requested in this regard. However, as you know, the Commissioners' financial reserves are limited, their only source of income being dues levied on commercial vessels entering their jurisdiction. It may be desirable for you to obtain such information yourselves - we are sure that Eagle, Lyon, Pope (ELP) would be well placed to advise on this matter. In the alternate, perhaps you would consider funding our cots for this work.

#### 6. Global Warming

We understand that the potential effects of global warming have yet to be considered fully for this project. We will be pleased to know what additional clearance you will be allowing for this factor when the deliberations are complete.

#### 7. Other Concerns

Arup raised questions over the lighting and marking of the proposed Bridge. We suggest that these matters would be best considered when the fundamental design has been concluded. We will, however, be pleased to advise on this issue when appropriate. The Commissioners have also expressed concern in the past over the effect of ship fumes and smoke on motor vehicles using the bridge. This also needs some research and careful consideration.

We are also mindful that persons now investing in riverside houses and apartments may, in time, seek greater access to the river. The Commissioners, together with the Advisory Body, would wish

to be assured that the interests of leisure users and other members of the community of stakeholders will be taken into account when the design options are considered.

Other concerns may arise as the detailed proposals are considered further.

We trust that this letter sets out the material concerns that the Commissioners and its Advisory Body continue to hold about these proposals. We look forward to receiving the detailed Report in due course. We also await your comments on matters raised in this letter.

We would be grateful if you would acknowledge receipt of this letter.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. I travel on the m4 all the time and the only time i have been stuck on there is when some body decides to crash otherwise the road works fine and your all just trying to give mates work it seems to me and balls to anything that gets in our way i think its absolutely wrong that you would cut up and destroy a woods just for a road. so please leave the forest alone .

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..  
They are Sacred Souls.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. Ancient woodlands are by their very nature difficult to replace and the habitat they provide is one of the most important in terms of biodiversity for our ecology. Once these woodlands go, they and the environments they sustain, and all the wildlife and food webs can't just be replaced by planted some trees somewhere else which would take hundreds of years to mature into comparable habitat.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Plaid Cymru Group on  
Torfaen Council

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Consultation Response on Behalf of the Plaid Cymru Group on Torfaen Council

We do not believe a proposed new M4 Relief Road around Newport will be 'value for money.'

We call on the Welsh Government to avoid any deal with the UK Government on an M4 Relief Road, and instead carry out a rolling programme of upgrades to the A48.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport

Why oh why do the Welsh Government prefer to take the most expensive route! This route will cut through a vast acreage of land which is classed as Sites of Special Scientific Interest and impose on peoples peace and quiet.

The wild life which is abundant on the Gwent Levels will be drastically affected. The Gwent Levels are so important nationally also it brings in visitors from all over the world.

To build this motorway will be detrimental to Newport, and the regeneration going on will be in vain.

To build on a flood plain is utter madness.

Surely it would be better to build north of the existing M4 or choose the blue route as proposed by CALM.

Organisation: Wildlife Trust Wales

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Wildlife Trusts Wales objects to this route selection because of the following;

**NEED**

A new motorway over the Gwent Levels, was ruled out by the previous One Wales Government, due to financial and significant sustainability issues. These issues have not been resolved.

WTW don't believe that the Welsh Government has demonstrated

- the need for a major new motorway or
- that the motorway is the most sustainable or economically viable way to achieve additional capacity.

The Welsh Government state that the traffic problems discourage investors and impact the economy while a new motorway (at a cost of £1.2 billion), would solve all investment and current economic problems. However, no evidence for either claim has been presented.

In fact, we believe the contrary will occur, that Newport will lose out economically as it gives another reason for people to bypass Newport, as well as adversely affecting Newport docks. In addition, the Federation of Small Business (FSB) believes this scheme to be the wrong transport option to help the Welsh economy as it would divert investment away from other parts of Wales. FSB are in favour of Professor Cole's option (Annex 2).

Although highway projects are often justified for the sake of economic development, highway capacity expansion now provides little net economic benefit (Boarnet 1997). An expert review concluded, 'The available evidence does not support arguments that new transport investment in general has a major impact on economic growth in a country with an already well-developed infrastructure' (SACTRA 1997). Melo, Graham and Canavan (2012) found a positive relationship between U.S. urban highway expansion and economic output between 1982 and 2009, but conclude that other types of transportation system improvements could provide greater net benefits.

Notwithstanding the above, WTW does recognise that congestion on the M4 is an issue and that additional capacity is required. However, we are aware that there are several major opportunities to increase capacity. These include;

- Electrification of the South Wales mainline
- Valleys Vale/Cwmfrio rail network
- Cardiff Regional Metro including new rail stations, a rapid transit bus solution around M4 corridor communities
- Active Travel Bill
- The Blue Route (see Annex 2)

The Blue Route, proposed by Professor Stuart Cole CBE ((editor's note: footnote 1) Professor Stuart Cole CBE, is the author of *The Blue Route: a cost effective solution to relieving M4 congestion around Newport* published by the Institute of Welsh Affairs and the Chartered Institute of Logistics and Transport - Cymru Wales.), one of Wales' leading transport economics academics, would cost approximately £380m and be ready in a matter of 3-5 years as most of the land is owned by Welsh Government. This would add additional capacity to the road infrastructure and significantly alleviate congestion around Newport, now and in the future.

The Blue route would cost less and take less time to complete than an M4 Motorway, and also leave more investment to spare for integrated transport projects elsewhere in Wales. These other investments, such as South Wales Metro, would be better for the economy, jobs, health, social inclusion ((editor's note: footnote 2) <http://www.bbc.co.uk/news/uk-wales-20602687>) and sustainability or in other words, a 'win-win'.

Allied to the above, research shows that car usage has fallen since 2006 and plateaued while rail usage has risen by 80% in the last 10 years and shows no sign of reducing (Prof Stuart Cole, Page 9, Business Section, Western Mail 2nd October 2013). Professor Stuart Cole CBE, also highlights a recent study by University College London that shows car usage by young and middle class males (the largest group numerically) has fallen.

In addition, we are aware that 43% of the traffic on the M4 is local traffic. Therefore, the above strategies could reduce local traffic allowing the current M4 to ease the disruption on long distance traffic.

The above raises considerable uncertainty about the need for such a major scheme that is contrary to many of the Welsh Governments plans, policies and legal requirements such as their sustainable development duty or duty to reduce greenhouse gas emissions by 40% by 2020.

Therefore, we believe that if a road solution is required, choosing an alternative option(s) that is

- cheaper,
- more sustainable and
- doesn't have detrimental impacts on the environment

is the more sensible, pragmatic and coherent way forward. This is Professor Coles Blue Route.

## Environmental Impacts

### Background

The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain. It is the largest area of its kind in Wales, of acknowledged UK-wide significance for its wildlife and archaeology. The proximity of the site to the internationally important Severn Estuary and River Usk add further value to this wetland complex.

The designation of these Site of Special Scientific Interest (SSSI) is primarily as representatives of grazing marsh / reed habitat ('Gwent Levels' sites), with Magor Marsh having additional significance for its fen vegetation. In addition, the Levels also qualify as SSSI on the basis of their invertebrate assemblages, with significant plant species, otters, water voles and breeding birds also being additional qualifying features.

The River Usk is designated as a Special Area for Conservation (SAC) under European legislation. The main features of European importance are the river's migratory and resident fish species, including twaite and allis shad, sea, river and brook lamprey, Atlantic salmon and bullhead. Other species features of the SAC are the water crowfoot beds and the European otter which breeds along its banks and hunts for fish in the river and its tributaries.

It has been estimated that around 4000 ha of the Gwent Levels have already been lost through industrial, housing and infrastructure development.

### Impact

The motorway would have a significant impact upon the nationally important wetlands known as the Gwent Levels. The motorway would cut through 4 of the Gwent Levels SSSIs and the River Usk SAC. This would condemn 5 miles of the SSSI under the footprint of the development (over 100ha once set down areas and compounds are included) and much more would be affected by indirect effects such as likely pollution events.

This development is being proposed at a time when the Government has committed itself to addressing the causes of the failure to halt the loss of biodiversity in 2010 (now 2020) and addressing the issues raised in the State of Nature. This development will only add to that loss.

At the same time, the new motorway would significantly increase Welsh greenhouse gas emission through

- promotion of car use, generating induced traffic
- the significant amount of embedded carbon dioxide in 15 miles of concrete and
- the carbon dioxide released by oxidation of the Gwent Levels peaty soil.

The consultation states that quicker moving, less congested, cars create less greenhouse gas emissions. However, analysis of urban highway expansion impacts on total emissions by Williams-Derry (2007) indicates that emissions from construction and additional vehicle traffic quickly exceed any emission reductions from reduced congestion delays. Generated traffic often increases downstream congestion (for example, increasing capacity on a highway can add congestion on surface streets, particularly near on- and off-ramps).

Air emission and accident rates per vehicle-mile may decline if traffic flows more freely, but these benefits decline over time and are usually offset as generated traffic leads to renewed congestion and increased vehicle travel (TRB 1995; Shefer and Rietvald 1997; Cassady, Dutzik and Figdor 2004).

According to a study by the Norwegian Centre for Transport Research (TOI 2009):

'Road construction, largely speaking, increases greenhouse gas emissions, mainly because an improved quality of the road network will increase the speed level, not the least in the interval where the marginal effect of speed on emissions is large (above 80km/hr). Emissions also rise due to increased volumes of traffic (each person traveling further and more often) and because the modal split changes in favor of the private car, at the expense of public transport and bicycling.'

The ecosystem services that the Gwent Levels provide including flood protection is conservatively estimated at £67million per year and this new motorway would erode these services. In turn this would significantly increase the flooding risk. The M4 Corridor proposals are located in areas considered to be of high flood risk hazard, being based on Welsh Government's Development Advice Maps and NRW's Flood Zone Maps. In the identification of issues and effects, a precautionary approach should be adopted directing the preferred route option away from areas considered to be of high flood risk hazard.

#### Consultation Process

WTW believes that the consultation process has been heavily biased towards the Government's preferred option. For example, it significantly downplayed the undoubted adverse impacts from the M4 Relief Road and using incorrect, out of date and partial information.

#### Policy Contradictions

The Welsh Government has a number of plans, programmes and policies that contradict its preferred option, for example,

- Sustainable Development - The Government of Wales Act put Sustainable Development at the heart of devolution. The Welsh Government's Programme for Government reinforces the importance of sustainable development's place as the core principle in defining the best development path for Wales. In addition, it commits to ensuring that all the Government's policies and programmes reflect this central commitment to sustainable development. This duty places sustainability at the heart of their decision-making processes ((editor's note: footnote 3) <http://www.wales.gov.uk/docs/desh/publications/121107ppw5chapter4en.pdf>)

- Ecosystem Approach - The Welsh Government stated 'in the light of emerging evidence on ecosystem health, in September 2010 the Natural Environment Framework, 'A Living Wales' was launched, to update our approach and ensure we were addressing the environment as a whole and looking at all the benefits better management of our environment can bring.. The main changes that this ecosystem approach will bring are.. Changes in the way we deliver policy, make decisions and regulate the environment ((editor's note: footnote 4) <http://www.wales.gov.uk/about/cabinet/cabinetstatements/2011/110615nat/?lang=en>).

- Climate Change - The Welsh Government want to work 'to tackle the causes and effects of climate change in our Climate Change Strategy for Wales. We have set out ambitious commitments to tackle the causes and consequences of climate change in a sustainable way in the Climate Change Strategy for Wales' ((editor's note: footnote 5) <http://wales.gov.uk/topics/environmentcountryside/climatechange/?lang=en>). Within this Strategy, the key target to cut greenhouse gas emissions ((editor's note: footnote 6) <http://wales.gov.uk/topics/environmentcountryside/climatechange/publications/strategy/?lang=en>) - such as Transport.

- Active Travel Bill - The Bill is intended to enable more people to walk and cycle and generally travel by non-motorised transport. The Welsh Government want to make walking and cycling the most natural and normal way of getting about. We want to do this so that more people can experience the health benefits, we can reduce our greenhouse gas emissions, and we can help address poverty and disadvantage. At the same time, we want to help our economy to grow, and we want to take steps that will unlock sustainable economic growth ((editor's note: footnote 7) <http://wales.gov.uk/legislation/programme/assemblybills/active-travel-bill/?lang=en>).

- State of Nature Response - the Minister, Alun Davies AM stated 'As Minister for the new natural resources and food portfolio, I am committed to ensuring that opportunities for the environment and the economy go hand in hand. Good environmental practice is good economic practice. I am concerned that too often we have put the two issues in opposition, both in the way in which we have regulated nature, and the way in which economic activity impacts on our environment.. The Welsh Government is committed to delivering the European Union biodiversity strategy commitment of halting and, where possible, reversing the decline of biodiversity by 2020 ((editor's note: footnote 8) [http://www.assemblywales.org/docs/rop\\_xml/130604\\_plenary\\_bilingual.xml#85930](http://www.assemblywales.org/docs/rop_xml/130604_plenary_bilingual.xml#85930)).

- Planning Policy Wales - Section 4.1.5 The main outcomes that we want to deliver are set out in our scheme and reflect our vision of sustainable development as a process of development that leads over time to a Wales that is economically, socially and environmentally sustainable (the process that leads to Wales becoming a sustainable nation); these are: Sustaining the environment Wales has healthy, functioning ecosystems that are biologically diverse and productive and managed sustainably. A sustainable economy A resilient and sustainable economy for Wales that is able to develop whilst reducing its use of natural resources and reducing its contribution to climate change ((editor's note: footnote 9) <http://wales.gov.uk/docs/desh/publications/121107ppw5chapter4en.pdf>).

#### Summary

- The route would significantly impact upon the Gwent Levels SSSIs and River Usk SAC
- The route would do little to encourage modal shift from cars, and might well encourage the reverse.
- There is no clear evidence of how the scheme would encourage sustainable economic development
- It would increase climate change emissions
- There are significant technical concerns about the traffic modelling and cost-benefit appraisal.
- There are more sustainable, cheaper and environmentally responsible alternatives of achieving the desired capacity increase e.g. Professor Coles Blue Route.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Wildlife Trusts Wales objects to this route selection for the same reasons as question 1. Mainly,

- The route would significantly impact upon the Gwent Levels SSSIs and River Usk SAC
- The route in the consultation would do little to encourage modal shift from cars, and might well encourage the reverse.
- There is no clear evidence of how the scheme would encourage sustainable economic development
- It would increase climate change emissions
- There are significant technical concerns about the traffic modelling and cost-benefit appraisal.
- This route is contrary to many of the government's own duty's, policy and ambitions such as making sustainable development a core principal.
- There are more sustainable, cheaper and environmentally responsible alternatives of achieving the desired capacity increase e.g. Professor Coles Blue Route.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Wildlife Trusts Wales objects to this route selection for the same reasons as question 1. Mainly,

- The route would significantly impact upon the Gwent Levels SSSIs and River Usk SAC
- The route in the consultation would do little to encourage modal shift from cars, and might well encourage the reverse.
- There is no clear evidence of how the scheme would encourage sustainable economic development
- It would increase climate change emissions
- There are significant technical concerns about the traffic modelling and cost-benefit appraisal.
- This route is contrary to many of the government's own duty's, policy and ambitions such as making sustainable development a core principal.
- There are more sustainable, cheaper and environmentally responsible alternatives of achieving the desired capacity increase e.g. Professor Coles Blue Route.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The overall aim of the SEA Directive is:-

'to provide a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development'

Therefore, we believe the SEA is seriously open to challenge because no interpretation of the proposals put forward in the consultation provides for any protection of the Gwent Levels or integration of environmental considerations.

Also, Regulation 12 (of the 2004 Regulations), sets out a requirement for the SEA to consider alternatives. There are a number of alternatives to a major highway south of Newport which are:-

- Reasonable pursuant to Regulation 12 (2), and
- Less- or non-damaging from the point of view of the environment

This includes Professor Coles Blue route and the South Wales Metro. Therefore, the SEA is potentially contrary to the SEA Regulations.

### **Q7. Health Impact Assessment**

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

The Gwent Levels wetlands are incredibly valuable, based on a conservative estimate from the UK National Ecosystem Assessment, the Gwent Levels provide up to £670m per year in 'ecosystem service' benefits. These benefits would be significantly eroded by the presence of a motorway and we are concerned that, thus far, they have not been factored into any cost/benefit analysis of the scheme e.g. health issues ((editor's note: footnote 10)

<http://www.tfl.gov.uk/assets/downloads/corporate/technical-note-20-what-are-the-main-health-impacts.pdf>).

### **Q9. Additional comments**

Please provide any additional comments here.

Wildlife Trusts Wales objects to the routes proposed in the consultation, because of

- The route would significantly impact upon the Gwent Levels SSSIs and River Usk SAC
- The route in the consultation would do little to encourage modal shift from cars, and might well encourage the reverse.
- There is no clear evidence of how the scheme would encourage sustainable economic development
- It would increase climate change emissions
- There are significant technical concerns about the traffic modelling and cost-benefit appraisal.
- This route is contrary to many of the government's own duty's, policy and ambitions such as making sustainable development a core principal.

There are more sustainable, cheaper and environmentally responsible alternatives of achieving the desired capacity increase e.g. Professor Coles Blue Route, South Wales Metro, Active Travel Bill etc

### ***Non fitting comments***

Non-fitting data

Subject: RE: M4 Response form

As per email below, please find attached,

- WTW response to the consultation
- Professor Coles Blue Route study - I am attaching this as my Annex II

I am happy for WTW response to be made public.

Can you give me any details about the next stages including timetable, and how you/WG are interacting with the Environment and Sustainability Committee inquiry into the M4 Consultation?

I would be grateful if you can confirm by email that my response has been received in time, and is in accordance with the consultation and thus will be considered.

(editor's note: prior correspondence removed)

(editor's note: text from attachment)

### **M4 CORRIDOR AROUND NEWPORT CONSULTATION**

Wildlife Trusts Wales (WTW) has answered the consultation questions in Annex 1 but I have summarized our response below.

WTW objects to the road/motorway options within the current consultation - those proposed in questions 1, 2 and 3.

WTW believe that the Blue route and the other suggestions highlighted in a report by Professor Stuart Cole CBE, {The Blue Route: a cost effective solution to relieving M4 congestion around Newport (IWA, CITL, December 2013)} (Annex 2) offers a more sustainable, cost effective and 'reasonable' solution than the proposals put forward in the current consultation.

We would like to take this opportunity to express our deep concern about the environmental, economic and social impact of the Welsh Governments proposals. We believe that these proposals are also contradictory to many Welsh Government commitments, policy and aspirations.

Currently, the preferred routes from the Welsh Government will cost £1.2 billion and go through

- the River Usk Special Area for Conservation (SAC),
- several Gwent Levels Sites of Special Scientific Interest (SSSI) and indirectly affect many others.

The new motorway routes proposed would cause significant loss of important and nationally and internationally protected habitats and species. This at a time when the Welsh Government has stated it is committed to halting the loss of biodiversity by 2020 and addressing the issues described in The State of Nature report.

At the same time, the new motorway would significantly increase Welsh greenhouse gas emission through

- promotion of car use,
- the significant amount of embedded carbon dioxide in 15 miles of concrete and
- the carbon dioxide released by oxidation of the Gwent Levels peaty soil.

The ecosystem services that the Gwent Levels provide including flood protection is conservatively estimated at £67million per year (using UK NEA figures) and this new motorway would erode these services. In turn this would significantly increase the flooding risk to the Gwent Levels residents and

potentially Newport. The M4 Corridor proposals are located in areas considered to be of high flood risk hazard, being based on Welsh Government's Development Advice Maps and NRW Flood Zone Maps. In the identification of issues and effects, a precautionary approach should be adopted away from areas considered to be of high flood risk hazard.

The Welsh Government state that the traffic problems at the brynglas tunnels discourage investors and impact the economy while a new motorway would solve all investment and current economic problems. However, no evidence for either claim has been ever presented.

Although highway projects are often justified for the sake of economic development, highway capacity expansion now provides little net economic benefit (Boarnet 1997). An expert review concluded, 'The available evidence does not support arguments that new transport investment in general has a major impact on economic growth in a country with an already well-developed infrastructure' (SACTRA 1997).

In fact, we believe the contrary will occur, that Newport will lose out economically as it gives another reason for people to bypass Newport.. In addition, the Federation of Small Business (FSB) believes this scheme to be the wrong transport option to help the Welsh economy as it would divert investment away from other parts of Wales. FSB are in favour of Professor Cole's option.

Indeed, a motorway option through the Gwent Levels was ruled out by the previous One Wales Government due to financial and significant sustainability issues. These issues have not been resolved.

In addition, the proposals are also contradictory to a number of Welsh Government duty's, policies or commitments such as

- Putting sustainability at the heart of their decision-making processes
- taking an ecosystem approach
- halting the loss of biodiversity
- tackling the causes of climate change and reducing greenhouse gas emissions by 40% by 2020 in areas of devolved control such as transport

However, there are more sustainable and 'reasonable' alternatives that would address the capacity issues at a fraction of the cost e.g. Professor Coles Blue Route - upgrading the A48 and linking it and the Llanerwern Steelworks road to the M4 (see Annex 2). This would cost approximately £380 million and have significantly fewer environmental impacts. This is just one of a number of reasonable solutions that should have been included in the consultation including greater public transport initiatives such as the South Wales Metro and measures to reduce local traffic on the M4 (which accounts for 43% of congestion). The lack of these reasonable alternatives means that that the Strategic Environmental Assessment (SEA) is open to challenge.

Therefore, with climate change, loss of biodiversity and challenging economic times being such a pressing issue, it would be a backwards step if the Welsh Government have chosen to back the worst option(s) from an environmental, economic and social perspective. Choosing an alternative option(s) that are cheaper, more sustainable and don't have detrimental impacts on the environment is the more sensible, pragmatic and coherent way forward.

I confirm that I am happy for this response to be made public and that I am happy to discuss this response in more detail with the committee.

## ANNEX 1

### M4 CORRIDOR AROUND NEWPORT CONSULTATION

Wildlife Trusts Wales (WTW) is the umbrella organisation for the six Wildlife Trusts in Wales - Brecknock, Gwent, Montgomeryshire, North Wales, Radnorshire and South and West Wales (hereafter referred to as the 'Wildlife Trusts') working together in partnership to achieve a common aims. The Wildlife Trusts collectively speak on behalf of more than 28,000 members and manage over 200 nature reserves, covering more than 6,000 hectares of prime wildlife habitat, from rugged coastline to urban wildlife havens.

Wildlife Trusts strive for a Living Landscapes and Living Seas, recognising this as an inspirational

end point where our environment, society, and economy coexist for the benefit of wildlife and people. We want to foster the connectivity that links our urban and rural areas, our freshwater and coast, our land and sea. We aim, along with our partners, to create;

- ecologically functioning areas that can adapt to climate change; providing resilience and connectivity for wildlife,
- access and enjoyment for people
- a population that is inspired by the natural world and value our environment for the many ways in which it supports our quality of life;
- a sustainable, low carbon contribution to the economy;
- areas that provide a suite of essential ecosystem goods and services.

Our interests therefore lie in people and communities, wildlife, and their interaction.

(editor's note: specific question responses entered under relevant tabs)

(editor's note: not entered into database: attached brochure titled 'The Blue Route' by Stuart Cole, IWA and the Chartered Institute of Logistics and Transport)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Draft Consultation Plan

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport are detrimental not only to the environment and the people of Wales but also because the plans themselves are economically unviable when compared to the alternative route that have been put forward by Prof. Stuart Cole who has proposed the blue route as an alternative. This latter route I believe would not only be more beneficial economically but would also ensure that the environment would be safeguarded especially the ancient woodlands (which make up only 2% of Welsh woodland in total) as well as the wetlands which would also be affected. The Welsh government has a real opportunity to make a statement about how they safeguard the environment and even this week ( w/c. 09/12/12) in the Senedd the talk of sustainability has been quite prominent not only in how we as a nation would like to project ourselves to the outside world but also how we will plan for the future with policies such as that of the Future Generations Bill which emphasises the importance of making the right choices for the people of Wales within a sustainable framework. The plans as they stand therefore would contradict much of this policy as well as the Welsh Governments planning policy 5.2.9. which seeks to protect the nation from the very development that is currently being proposed for the M4. From an economical perspective and especially in lieu of the cuts in public expenditure from Westminster, one would surely find it more prudent and responsible to consider the alternatives not only because it is far more viable economically but also because it is more likely to be achieved with less delays than what will be encountered with the current proposal. By utilising the second option it would also highlight the co-operation between the Welsh Government and environmental groups which in turn would provide the perfect example of what could be regarded as a sustainable development whilst at the same time enhancing the Welsh Governments standing on environmental matters as well as its social responsibility too. Furthermore, one must also consider the impact that it would have on the health of the people in the area as it would undoubtedly lead to greater emissions and pollution at a time when health related problems in Wales are on the increase an example of which can perhaps best be exemplified by the five year old girl from Newport who weighs 10st (and who was held up as an example by the media of what is wrong with Wales). The detrimental impacts of the three proposed routes with regards to both the environment and the health therefore should be seriously considered as Wales as a nation needs to take into account the long term implications that such a plan could have in both areas.

With regards to the planning application therefore, I would wish to object on the draft consultation plan in relation to the following questions:

Question One:

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Black Route would destroy irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840. As a nation we cannot afford to keep destroying irreplaceable ancient woodland. Moreover, the destruction of ancient woodland is clearly against section (paragraph 5.2.9) of the Welsh Government's own Planning Policy which states clearly that: "Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage." In respect of this, it is worth acknowledging here the other alternatives that have also been proposed.

Question Two:

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red Route would destroy one irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840 as well as a larger area of ancient woodland about half a mile south of Duffryn at grid reference ST 299 842.

Question Three:

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the Purple Route as it would destroy a piece of irreplaceable ancient woodland about a mile north east of Marshfield at grid reference ST 272 840.

Question Seven:

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

Any plan which is predicated, as this plan is, on significant increases in road traffic is bound to lead to higher levels of air pollution, by particularly NO<sub>x</sub> and particulates, than would otherwise have been the case. Any such increase in local air pollution will have an impact on the health of people in and around Newport. The benefits of woodland not only to the people and the environment but also their role in absorbing carbon monoxide (which is very high at present on the M4) should be acknowledged if only because their role and importance would be greatly enhanced by adopting the blue route as proposed by Prof. Stuart Cole.

Lastly, I would also like to draw your attention to a number of other issues which although I have touched upon are nevertheless worth reiterating in my closing comments which in turn underpin my objections to the current draft consultation plan and their proposed alternatives. I would like to therefore state that:

Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since AD1600. The length at which ancient woodland takes to develop and evolve (centuries, even millennia), coupled with the vital links it creates between plants, animals and soils accentuate its irreplaceable status.

For many of Wales' most important and threatened fauna and flora species, the varied and unique habitats which ancient woodland sites provide cannot be recreated and cannot afford to be lost.

Ancient woodland makes up only around 2% of the land area of Wales.

The proposed motorway would cut through no less than five designated SSSIs. This along with the impact on ancient woodland is an unacceptable price to pay for a project that is in itself financially unsound in a period whereby public expenditure is expected to decrease significantly for the remainder of the decade and beyond.

The £1.25 billion cost of the proposed routes represents £400 for every man, woman and child in Wales.

A number of alternatives to a new section of motorway have been proposed, such as Prof Stuart Cole's 'Blue Route' which he argues would cost about a quarter of that and cause much less environmental damage. This has been highlighted throughout the Welsh media in the past month and as such would seriously need to be considered if Wales as a nation is to enhance its green credentials and create a more positive and progressive stance compared to elsewhere in the United Kingdom.

Much of the traffic on the M4 around Newport is local. In the medium to long term, much of this could be taken off the motorway by investing in public transport improvements, by providing improved rail services and additional stations or indeed by establishing a Metro in South East Wales.

I would be grateful if you would take into account my comments and I duly hope that the Wales of tomorrow is realised today and not sometime in the future. In my relatively short lifetime I have seen green and pleasant spaces swallowed up the detriment of local communities and I would hope that you will at least consider other alternatives than those proposed in the draft development plan.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Church Action for  
Sustaining the Environment

Postcode: CF11

***Non fitting comments***

Non-fitting data

Please find attached the response from Church Action for Sustaining the Environment (CHASE) – a group comprising members of the Church in Wales.

(Editor's note: text from attachment)

The Church in Wales

Response to Welsh Government Consultation No WG19741

M4 Corridor Around Newport

1. Status of Response

This response has been compiled on behalf of the CHASE (Church Action on Sustaining the Environment) group within the Church in Wales. CHASE members comprise laity and clergy from all parts of Wales, who have particular interests and expertise in a variety of environmental issues.

2. The Church in Wales and the Environment

CHASE's Terms of Reference state that the Church in Wales' concern for the environment stems from our belief in the God of Creation, and humanity's role as responsible stewards of that creation.

The purpose of the CHASE group is to:

- Glorify God through our concern for the environment.
- Bring a Christian perspective to discussion on environmental issues.
- Be a resource for the Church in Wales on environmental issues.
- Provide a voice for the Church in Wales on environmental issues.
- Work towards the truth, informed by data and expert opinion - whether this is popular or unpopular, inside or outside the church.
- Provide comment in the public domain on environmental issues.
- Be a positive force to encourage sound environmental principles and action.

The Church in Wales is part of the worldwide Anglican communion. Through the parish system, we have a presence in every community, with more than 1400 churches and over 600 local clergy working at grass-roots level.

Because of our ministry in areas of industrial decline as well as thriving town centres and rural communities, we are aware of the many factors - social, economic and environmental - impact of people and communities, and on the natural environment. Many church buildings serve as community meeting places as well as worship centres. With networks extending across the whole country, we are keenly aware of issues of transport and communications. 80% of our parishes are in rural areas, where there are particular concerns about transport and accessibility.

As Christians with a belief in the common good of the community and all its members, we would wish to uphold solutions to transport or development issues which do not further disadvantage groups who already struggle to access the full range of opportunities open to the population: for example, those on low incomes, older people, people with disabilities, or families with young

children. Christian principles would encourage the acknowledgement of past failures and mistakes, and the exploration of new and imaginative solutions to difficulties. This is supported by the concept of repentance (acknowledgement of failures and determination to improve), and emphasised by the Greek word 'metanoia' (from which 'repentance' is commonly translated), and which literally means 'change'. The Christian hope is that 'new things'(Editor's note: footnote 1) will be done for the improvement of the environment and the circumstances we all share. It can be seen as a theological recommendation for lateral and imaginative thinking!

### 3. Formulation of Consultation Response

We note that the main consultation response is designed around a questionnaire, but as this seems aimed more at individuals than organisations, we prefer to submit our response in a way which enables us to focus on the specific issues which are of concern to us. In addition to drawing on the expertise of Church in Wales members, we have taken note of other reported comments that are of relevance to our concerns (for example, from the IWA), and have consulted with specialist organisations including SEWTA, Sustrans, and Federation of Small Business Wales.

### 4. Context

We are aware that there is severe traffic congestion on M4 in the Newport area, especially affecting the stretches of road approaching the Brynglas tunnel, and at peak travel-to-work times. This is disadvantageous to road users by causing delays and stress; it adversely affects access to facilities around the area; and it causes environmental damage through engines idling for long periods in one place.

We are also conscious of the economic situation of Newport, which is a cause of concern. Productivity has fallen by nearly 3% over the previous year, in a region where there has been some overall improvement;(Editor's note: footnote 2) a report publicised at the time of writing shows that 26% of Newport shops are empty; (Editor's note: footnote 3) and Wales as a whole lags behind the rest of the UK in economic activity and prosperity.

We would not therefore dispute the need to improve the transport infrastructure along the M4 corridor around Newport, but we share many serious concerns that have been raised about the specific proposals put forward for consultation. These centre around:

- The quality of information provided at this consultation stage
- The absence of consideration of public transport alternatives or improvements
- The inadequacy of provision for active and sustainable transport in the form of walking or cycling infrastructure
- The recommendation of a route which will cause particularly severe environmental damage, when there is a viable alternative available.

### 5. Church in Wales Response

#### (i) Quality of Information

There are omissions or lack of clarity around costs and benefits, which leads to questions about the reliability of the information provided. Without full and clear information the process lays itself open to bias and accusations of asking 'leading questions'.

The full scheme costs are not included in the main consultation document, and the total costs have been queried, for example by Prof Stuart Cole, who regards £1.25bn as a more realistic estimate for the recommended option than £936m. (Editor's note: Footnote 4) A cost-benefit analysis of the various options is not provided, although the statement is made that the recommended 'Black' route provides best value. Without comparative information it is not possible for consultees to make a judgement.

Assumptions and calculations have also been criticised regarding traffic flows, the interaction of public transport and road use, and the level of vehicle emissions. Whilst the recommended 'Black'

route is described as producing a positive environmental effect in comparison with the present situation (based on lower emissions per vehicle), there is no allowance made for the likelihood of the number of journeys increasing, increasing the total volume of emissions. As SEWTA comments:

'An overall increase in greenhouse gas emissions would be expected with such a volume of traffic growth. It would therefore appear that the WelTAG assessments are unreliable.' (Editor's note: footnote 5))

At the same time, the absence of any consideration of public transport options in this document means that the potential to replace car use with public transport is not considered. There is evidence (see (ii) below) that the availability of public transport will reduce private car use.

#### (ii) Sustainable Transport Alternatives

It is particularly concerning that this consultation contains no alternatives to building a new road and does not appear as part of an integrated transport strategy. Sustainable transport solutions should be seen to be given priority before very expensive new road building is contemplated. Improved public transport is needed, and Strategic Cycle Routes within the corridor need to be identified and new and improved provision made. Safety is also a consideration, and the absence of real plans to reduce road traffic (in fact, the danger of increasing it) risks more accidents.

The value of Travel Smart and Active Travel (Wales) Act 2013 cycling network routes for the Newport /M4 corridor, and the proposals for the South East Wales Metro and Sewta Rail Strategy, should be considered alongside these motorway-only proposals. Whilst walking and cycling infrastructure will encourage modal shift for local trips, a new motorway would not support behavioural change toward more sustainable modes but may encourage additional car use on free-flowing roads.

The statement on p12 that approximately 40% of journeys made on the M4 around Newport involve trips of less than 20 miles indicates the huge potential for improved public transport and sustainable transport measures. This is reinforced by the Appraisal of Public Transport measures carried out as part of the M4 CEM study. Many M4 journeys are for travel to work - which is a purpose particularly suited to replacement by rail journeys, particularly if onward transport from railway stations is improved. Electrification of local rail routes is already planned, and a Metro system has been raised for consideration. Improving and increasing public transport creates a multiplier effect itself in employment generated. These options should be fully explored.

A quick-win solution is to improve the frequency, and directness of bus services connecting residential areas with main work place and shopping centres. The recent review of Newport Transport bus services has already led to some improvements and doubtless evidence and information is already to hand on such further improvements if funding allows. Bus priority in conjunction with comprehensive measures to reduce peak time congestion at key M4 junctions is essential, otherwise bus operators will avoid these essential routes (eg M4/A48/A467 J28 Tredgar Park in particular).

Permeability of the route for walking and cycling routes is essential. Every opportunity should be taken in the design of all options to improve the linkage of cycle routes within the M4 corridor. The figure of 3 miles for journeys by bicycle as an alternative to the car (Table 3) is overly cautious. Five miles or even more each way is a quite acceptable daily journey distance by bicycle on good safe level routes, and Greater Newport is a largely level area.

#### (iii) Environmental Impact

Damage to biodiversity, heritage and local landscape is especially regrettable. As many wildlife and countryside conservation organizations have pointed out, all 3 proposed routes would cause considerable environmental damage to the Gwent levels SSSI.

The Gwent Levels have suffered from severe development pressure over the years. It is one of the UKs largest surviving areas of ancient grazing marshes and reed systems with its associated unique, flora and fauna. (Editor's note: footnote 6)

It is a significant site of irreplaceable ancient woodland (defined as being constantly wooded since AD1600): a landscape which makes up only around 2% of the land area of Wales. (Editor's note:

footnote 7) The Welsh Government's Planning Policy states clearly that:

'Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.' (Editor's note: footnote 8)

In particular, the Black Route would destroy ancient woodland about a mile north east of Marshfield (grid reference ST 272 840).

#### (iv) Fairness and Inclusion

Solutions to travel and transport problems which continue to depend on car ownership perpetuate the exclusion of low-income groups.

Whilst the overall costs have been questioned by many commentators, there are also serious concerns about using new WG borrowing powers to fund the development. The £1.25 billion cost of the proposed routes represents £400 for every person in Wales; and there is serious concern that this would use up so much of the borrowing allocation that there would be little or no money left for other developments. Other areas of Wales in need of investment would be forced to wait longer for attention. As the Federation of Small Business Wales observes:

'Focussing a significant proportion of spending on a narrow section on motorway in SE Wales is not an equitable use of resources', (Editor's note: Footnote 9) (p3)

#### (v) Road Alternatives

Insufficient attention has been paid to the impact on the nearby highway network, especially to the problem of congestion around junctions.

It is very disappointing that this consultation does not include the option for upgrading of the existing A48 /Newport PDR, and the former Llanwern steelworks access road to the M4 Magor junction, as an alternative route to the present M4.

The 'Blue Route' proposed by Prof Stuart Cole would cost about a quarter of the currently estimated cost of the 'Black' route, and cause much less environmental damage.

## 6. Conclusion

There are a number of alternatives to the published proposals which do not seem to have been adequately considered. We would urge the Government to re-think its plans, and to pay particular attention to the needs of commuters, local travelers, low-income groups, other priorities and areas, public health, and to the environment. A solution which adopts what is universally recognized as a less damaging route (ie the A48 and former Steelworks Road), plus investment in improved public and sustainable transport options, would be greatly preferable.

(Editor's note: text from footnotes)

(1)'See, I am making all things new,' (Revelation 21:5)

(2)ONS, quoted <http://www.bbc.co.uk/news/uk-wales-politics-25333666>, accessed 13.12.13

(3)Reported on Good Morning Wales, BBC Radio Wales, 13.12.13

(4) IWA and the Chartered Institute of Logistics and Transport: The Blue Route (IWA Dec 2013) <http://www.iwa.org.uk/en/publications/view/227> accessed 13.12.13

(5)M4 Corridor around Newport - Draft SEWTA consultation response, para 4.10

(6)<http://www.gwentwildlife.org/what-we-do/campaigns/m4-relief-road> accessed 13.12.13

(7)<http://www.woodlandtrust.org.uk/mediafile/100088269/M4-help-questions.pdf> accessed 13.12.13

Paragraph 5.2.9, in (8)<http://www.woodlandtrust.org.uk/mediafile/100088269/M4-help-questions.pdf>

accessed 13.12.13

(9)FSB Response to the Environment and Sustainability Committee (October 2013) p3

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport, because the ancient woods are more important than taking a couple of minutes off peoples journeys.

I come into Wales fairly regularly to attend concerts in Newport and Cardiff. I also holiday once a year in Pembrokeshire. The thing I love about the journey is coming off the motorway, and driving through the beautiful roads you are lucky enough to have. Seeing the stunning scenery, which will be lost if the motorway is extended. Please don't do it.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: CF14

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: New M4 Consultation

Response to the Consultation by Friends of the Earth Cymru

Capital Traffic has reviewed the response by FOE Cymru.

In our opinion, it is a thorough demolition of the case advanced for the New M4 in the consultation documents.

We applaud FOE Cymru for an excellent submission, which we firmly endorse.

We urge the Welsh Government to reconsider its proposals in the light of their submission, that of (Editor's note: personal details removed) (CILT/IWA) and our own.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...the potential loss in woodland and the creatures that they support does not seem to be justified by the proposal. The proposal acknowledges that traffic volumes have remained almost constant for several years, yet without explanation suggests an explosive growth in the near future. What is the evidence for this growth, especially given the likely increase in fuel prices and taxes and possible environmental taxes? The proposal is that the improved infrastructure will bring increased prosperity to south Wales, but what is the evidence for this? Recent industrial sites within the area have disappeared when Welsh funding has dried up, and the UK is likely to be competing far more with overseas countries where pay rates, health & safety and environmental costs are lower, so even if we have a new motorway, there are many other reasons why prosperity might not come. However, in the meantime, we will have removed even more habitats for a wide range of creatures that can't be replaced, for little real benefit.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Age Cymru

Postcode:

***Non fitting comments***

Non-fitting data

Consultation Response

Welsh Government: Equality Impact Assessment - M4 Corridor around Newport. Consultation Document

16 December 2013

Introduction

Age Cymru is the leading national charity working to improve the lives of all older people in Wales. We believe older people should be able to lead healthy and fulfilled lives, have adequate income, access to high quality services and the opportunity to shape their own future. We seek to provide a strong voice for all older people in Wales and to raise awareness of the issues of importance to them.

We are pleased to respond to the Welsh Government's 'Equality Impact Assessment - M4 Corridor around Newport. Consultation Document'. Transport and mobility are of vital importance to many older people, and can play a crucial role in helping older people to maintain their independence and wellbeing as well as accessing services, facilities and amenities in their communities.

We note that 'The draft Plan does not include public transport measures because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales'.

We believe that it is important that public transport is fully considered in making decisions about any road schemes. Public transport plays a vitally important role in helping older people to maintain independence and wellbeing, ensuring communities are well-connected, and that services, facilities and amenities are accessible to all older people. Reliable local transport networks become increasingly significant as people get older, with journeys for essential items and social activities sometimes becoming more difficult.(1) Two-thirds of single pensioners in Wales do not have a car (2) and half of all households without a car consist of individuals aged 60 and over.(3)

As a national organisation representing older people we are not in a position to comment on specific issues regarding local road networks. Our general position is that public transport networks are required to link population centres (or major villages with high proportions of older people) to amenities, services and employment given the significant numbers of older people who do not have access to private transport.

We have specific comments relating to sections of the draft Equality Impact Assessment:

Section 7

With reference to Table 16 (drawn on data from Section 6.3), we feel that further information is needed to explain why some of the proposed routes would seem to be of potentially greater benefit (i.e. moderate positive impact) to people of all ages compared to most other protected characteristics.

Section 8 Action Plan

With reference to Table 17 'including replacement of any community facilities' it is essential that any replacement community facilities are located in the same area as previous facilities so that they are easily reached by local people that use such facilities, and are fully accessible in terms of transport.

We would raise the general issue that the Equality Impact Assessment does not fully consider the impact on traffic levels in Newport city centre in relation to the proposed routes, nor the safety of people without a car in the Newport area, such as pedestrians.

We hope these comments are useful and would be more than happy to provide further information if required.

(Editor's note: footnotes)

(1) Centre for Social Justice (2011) Age of Opportunity: transforming the lives of older people in poverty. <http://www.centreforsocialjustice.org.uk/UserStorage/pdf/Pdf%20reports/20110629AgeofOpportunity.pdf>

(2) The Poverty Site Wales: Services: Access to transport.  
<http://www.poverty.org.uk/w75/index.shtml> Accessed October 2013.

(3) Welsh Assembly Government (2007) Living Longer Living Better: report of an advisory group on the Strategy for Older People in Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...Some call this M4 corridor around Newport, progress. I call it criminal and where will this end. We know that the more roads we build, the more we need.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Welsh Liberal Democrats object to the draft plan relating to the Black Route. Our concerns particularly focus on the plan's impacts on the Gwent levels and the environment in general. We are particularly concerned about the lack of consideration given to an improved public transport network, such as the South Wales Metro, in alleviating the issue of traffic on the M4 Corridor around Newport.

Regarding the Black Route in the draft plan we have a number of concerns regarding this. Firstly, relating to the construction of a three-lane motorway. The construction of an additional motorway would increase pollution, though accommodating additional vehicles, as well as have a greater impact in terms of noise on local residents and wildlife.

The Black route, among the other alternatives, would involve crossing over the a nature reserve, as well as four SSSIs, not to mention the further construction over the River Usk which is a Special Area of Conservation. We feel that the draft plan as it stands would be significantly damaging to the local environment, threatening biodiversity, as well as the quality of the levels themselves which support rare species and are a valuable attraction for visitors and schoolchildren. The consultation document indicates 'large adverse' impacts on landscape and townscapes, biodiversity, as well as detrimental impacts on heritage, water environments and soils. This represents an unacceptable impact on the local environment against the benefits that this project could deliver.

We do not believe that the black route represents good value for money as the suggested cost is approximately £1.2 billion, and could potentially escalate higher. The Welsh Government has suggested that this would be funded by new borrowing powers granted by the UK Government. We have concerns that the Welsh Government would be disproportionately and excessively using their borrowing powers to fund a single project in a single region, rather than a range of projects across Wales to improve infrastructure.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, we object to the alternative plan of the red route, as indicated by the impact assessment it would still have serious detrimental impacts on the environment, landscape and heritage, and would offer no additional benefit over the black route. In addition, we agree with the consultation document that the route would also create disturbance to Duffryn as well.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We object to the alternative plan of the purple route. This would, like the other proposed routes still have the issues we have outlined in our response. In addition, we agree with the consultation document that the route would also create disturbance to Duffryn as well.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We agree that additional measures do need to be carried out to alleviate congestion on the M4 between Magor and Castleton. However the draft plan, and its alternatives are not desirable. With congestion on the M4 remaining a significant issue, additional capacity does need to be sought using radically alternative means than those outlined in this consultation. The do minimum, while including the consideration of the changes made to the existing M4 is not a sustainable or reasonable option. As such, we object to the 'do minimum' scenario. The best option to take, which is not offered in this consultation is to upgrade the A48 Southern Distributer Road with the Llanwern Steelworks Access road, creating a dual carriageway with Grade Separated junctions, with the future option of being upgradable to 6 lanes as capacity demands dictate.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

There are a number of concerns we have regarding the Strategic Environmental Assessment of the draft plan. The objectives involve improving the Air Quality in areas around the existing M4 around Newport, but do not consider air quality around the area where the new road is planned to be built. We are also sceptical about the scope at which biodiversity can be enhanced under the draft plan, as evidence has strongly suggested that the construction of a motorway over 4 SSSIs and a Nature Reserve would likely result in the opposite.

Regarding air quality, the SEA has produced a rather misleading suggestion that building the Black, Red, and Purple routes will actually improve air quality, while providing for additional cars would certainly have a detrimental impact on air quality. The SEA correctly suggests that the draft plan would have a detrimental impact on biodiversity, soil and water, but perhaps underestimates the impacts from the road as it predicts a minor rather than a major impact.

As such we do not feel that the SEA is an accurate measure of the impacts that the roads involved in the draft plan on the environment.

#### **Q8. Equality Impact Assessment**

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

We recognise the issues of transport affecting those who are out of work and realise the costs of transit being a barrier to education, health, food, social activities and work. However we are not convinced that the construction of an additional road will make any beneficial impact to any of these issues. Rather, the spending of 1/3 of the cost on upgrading the SDR, and improving public transport through better bus and rail services as well as the South Wales Metro will significantly address these issues in Newport. For example, a road is likely to only benefit those who have a car, or bus travellers with improved travel times during peak hours. While the SDR will improve links for those with cars, it will also help those travelling by bus of who need improved access to the South of Newport. Furthermore additional investment into public transport will help jobseekers, commuters, and the like. If the cost of said transport is made affordable, the benefit of this investment will be stronger still for those from the most deprived backgrounds.

### **Q9. Additional comments**

Please provide any additional comments here.

We feel that this Consultation is very inflexible, particularly in considering alternatives to the draft plan. The Red and Purple routes are extremely similar to the original Black Route, except with the red involving a two lane dual carriageway rather than a 3 lane motorway. Additionally, this consultation does not consider other sustainable alternatives to building a new road, such as improving the A48 Southern Distributer Road or additional funding for a South Wales Metro. Also, this consultation makes no reference to the impacts on traffic levels from improved public transport links such as the Metro .(Editor's note: Footnote 1)

The case against building a full motorway or dual carriageway across the Gwent Levels is a strong one. Firstly, while congestion on the M4 is a major issue resulting in unreliable journey times and unsafe driving conditions as well as detrimental economic impacts, it is important to note that 43% of journeys carried out on the M4 are less than 20 miles. This highlights the potential for removing traffic of the M4 by improving public transport in South Wales in alleviating congestion. This will have the additional benefit in reducing Carbon emissions as well through reduced car use.

Furthermore it has been stated that this project will be funded by 'early-access' borrowing powers via the UK Government. We believe there is a finite limit to which the Welsh Government can borrow and that this project would either meet or be very close to maximising this limit. It is important with the availability of such borrowing powers to Wales, as all Welsh taxpayers would be footing the bill, that they are used to benefit all of Wales and not just the South East. Wales is in need of a comprehensive infrastructure scheme, involving projects such as improving the A55 in North Wales, with the aim of improving the transport network across Wales.

We also have queries as to what junctions will be constructed on this new road. As the plans currently stand, there appears to be no planned junctions. Meaning, as the FSB put it, there would be a dual bypass to Newport business to the north and south of the city. We, as a result question what economic benefit this road, in whatever form that has been outlined in this consultation, will bring to Newport. If there is economic merit to these plans they need to be clearly presented with the consideration of disruption through the construction phase as well as impacts relating to additional pollution through greater car use as well as impacts on the Gwent Levels.

In dealing with the issue of traffic on the M4, it is far more prudent to help move traffic off the roads completely into more sustainable means, rather than building another new road to accommodate even more cars. However, we do agree that an increase in capacity is needed in conjunction with other plans to help get people and freight into other forms of transportation.

The suggested plan in the 2012 Consultation on the M4 relating to improvements to the A48 Southern Distributer Road represents a strong alternative. Indeed, we are surprised that it has been left off this consultation. At a suggested cost of £345m( Editor's note: Footnote 2) as opposed to the £936m( Editor's note: Footnote 3) for a new road, it represents a far better value for money. Additionally, its environmental impact would be significantly less since no construction would need to take place on the levels, consequently preserving their original natural beauty for future generations.

Improving the SDR would also yield additional benefits through providing a better link for business to the south of Newport to the M4, as well as providing an additional route into the City Centre. Rather than being a bypass, it would continue to act as a key road into Newport, as well as supplying commuters a fast route to the M4, and also providing the M4 with additional capacity during peak times. A new motorway would provide excess capacity to the region's needs. The consultation document unquestioningly accepts the UK Government's assertion that motorway traffic will rise more than 20% over 20 years despite a number of other projections suggesting that traffic has fallen below their peak in 2004 ( Editor's note: Footnote 4), and is projected to fall further , and other projections suggesting traffic as plateaued out (Editor's note: Footnote 5 ). The UK Government has forecasts a 20% growth in traffic flow between 2012 and 2025, accordingly according to Stuart Cole(Editor's note: Footnote 6 ) the upgrade of the Southern Distributer Road would accommodate capacity requirements up to 2025, even without the Metro. Additionally the money saved from not building a new road to the south of Newport could be used to improve the distributor road system across Newport. Targeted improvements at pressure points and improving road safety would help improve access to businesses in Newport and help grow the local economy. Particular attention needs to be given to the A48 at Tredegar house, where congestion is a significant issue. Lessons can be learnt from the successes of the Coldra Roundabout improvements in such a project. Again,

focussing improvements on the Distributer Road system would have far more economic advantages and the environmental impact would be far less than the new motorway.

We also take issue with the notion of large scale road projects should be the immediate response to congestion. The M6 Toll has been branded a failure, where there 'has been no real benefit for drivers and caused massive irreversible damage(Editor's note: Footnote 7 ). Since peak levels of traffic in 2006/7, the level of traffic has fallen year on year, in 2012 the average was 29,313 vehicles per day, well below the projection of 75,000 per day. It has failed to address issues on the M6, where traffic has increased by 1.5% between 2006-2012.

Any solutions to congestion must involve a variety of measures involving road improvement schemes, bus and rail service improvements, and road building where carefully considered and with minimal environmental impact. Efforts need to be made to get people out of cars and into other forms of transport such as rail and buses, as well as encouraging people to make greater use of bicycles. As such these proposals outlined in the consultation document should be considered with a possible greater focus on the South Wales Metro, especially considering that 43% of journeys on the M4 around Newport are local and would be better served by a metro. In addition to a Metro, there needs to be a greater frequency of bus and rail services, and improving access.

Finally, we draw attention to the issue of freight. Recent fires and incidents in the Brynglas Tunnels have involved freight vehicles. Indeed a large proportion of traffic on the M4 is freight. Improving rail freight infrastructure to accommodate a greater level of freight would help alleviate traffic on the M4 as well. This would have benefits in reducing pollution from a reduced number of vehicles as well as improve safety on the M4, particularly at the Brynglas Tunnels.

We hope the Welsh Government will reconsider the case for the development of the SDR and its role in improving transport in South East Wales, and recognise its better value for money as well as its economic and environmental case.

(Editor's note: text from footnotes)

(1)S.Cole The Blue Route, Institute of Welsh Affairs. 2013. P.3

(2)S.Cole The Blue Route, Institute of Welsh Affairs. 2013. P.1

(3) S.Cole The Blue Route, Institute of Welsh Affairs. 2013. P.16

(4) [http://www.bettertransport.org.uk/files/13.09.30.calm .pdf](http://www.bettertransport.org.uk/files/13.09.30.calm.pdf)

(5)<http://www.bbc.co.uk/news/uk-wales-politics-24835647>

(6)S.Cole The Blue Route, Institute of Welsh Affairs. 2013. P.3

(7) <http://www.birminghammail.co.uk/news/local-news/m6-toll-road-branded-failure-6370885>

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. .We have far too many motorways as it is, and not enough scenic woods for our wildlife. Take that away and where will our wildlife live? Cover our lands with tarmac and concrete and more flooding will occur. It is time we reduced the amount of traffic on our roads not encouraged more.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: The Gwent Levels and the M4 relief

Please please please don't allow this catastrophe to happen

5 SSSI's, that were given for a reason, because they are Special areas that can never be replaced, will be lost. We've already lost the wildlife caused by the Cardiff Barrage, we don't want to lose anymore!!

We are supposed to be saving the planet for future generations, for our kids, our kids kids and their kids! Where will they be able to learn about nature and wildlife if we keep destroying these important habitats? Where????

So much will be destroyed, for nothing other than increasing exhaust fumes and pollution!

Please Miss Edwina, don't allow this to happen? Stand beside the people that care passionately about the Levels.

We love them. We love the nature that lives and breeds there. We care. We'd like you to care too.

Organisation:

Postcode: NP10

***Non fitting comments***

Non-fitting data

Subject: M4 Consultation Document

As a resident of St Brides Wentlooge I have a very personal interest in the proposed M4 Relief Road. I have completed the consultation document and stated my views there. However, I have a major concern about the consultation document itself and I would like to draw your attention to it.

There is a line in the document which states that the accident rate between Magor and Castelton is 'higher than average' for UK motorways. There is no source referenced in the document, though there is a footnote to state that accident rates have been falling since the variable speed limits were introduced - but no actual statistics.

I contacted Arup to find out what research and statistics had been used to back up this very significant statement about the above average accident rate. I was passed on to the Welsh Assembly and was given a woefully inadequate response. I questioned this response and was given another incomplete response. Eventually, after an exchange of emails lasting several weeks, I was pointed in the direction of the earlier consultation document which has figures for 2006-2008. There are apparently no current statistics available.

In other words, one of the most significant arguments in favour of building an M4 relief road - safety - is based on a very small amount of data - merely a two-year period - which is already five years out of date.

Were you were aware of this gaping hole in the pro-M4 relief road argument?

It would be very useful if you could provide a response to this question.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Proposed Motorway Through the Gwent Levels

I am a Newport resident, I was born here and I have lived in Newport all of my life. At times, Newport can get a bad reputation as not being a great place to live, but I disagree because in Newport we have a wonderful, unique habitat on our doorstep that is full of biodiversity. We have water voles (whose numbers have declined by 95% in recent years) and breeding redshanks. I love nothing more than to walk around the Newport Wetlands or Magor Marsh and go bird watching and take in the fabulous nature around me.

However, this proposed new motorway will mean much of this habitat will be destroyed. You will be destroying my home and I am devastated that this could happen. This road will rip through the heart of the Gwent Levels. The Gwent levels are nationally and internationally important. Building a motorway through this unique and irreplaceable area will result in damage to biodiversity, agriculture, small businesses and local tourism and will no doubt lead to more development proposals. The motorway will rip through five SSSI areas (Sites of Special Scientific Interest). These areas should be protected but the Welsh Government is choosing to ignore this fact. Why grant protection to areas if you can just ignore this when it suits you and build straight through them? It's pathetic.

Wildlife cannot just move on somewhere else, the Gwent levels is a unique habitat, the only one of its type in Wales and there isn't another place like it for the wildlife to relocate to. When Cardiff Bay was built two thirds of the birds that lived there died out as their numbers never recovered. How long can we keep destroying our wildlife? How long can we keep building on every piece of green land?

Furthermore I believe this new motorway will encourage the commercial world to drive right past Newport to get to other busier business centres. At present Newport is in the shadows of Cardiff and Swansea, the city centre is dying and more and more shops are closing. When I grew up Newport was a thriving town but now it's a shell of what it used to be. Every time I visit Newport city centre I feel sad that my hometown looks like this. Newport really needs help. Surely this money would be better spent improving the city? The Welsh Government cannot provide evidence that the new road will be a major provider of jobs to Wales.

In times where local councils are facing serious budget cuts (I work for a local council so I understand the pressures of these cuts), job losses, front line services, health, education are being cut, it seems ludicrous to me that the Welsh Government can justify spending £1.25 billion on a motorway that's not needed and will cause irreversible damage to the area.

Surely this money would be better spent on improving public transport and rail services and additional stations or creating a south east Wales Metro, or even better; upgrading the A48/Southern Distributor Road. This is something CALM Campaign has suggested. The A48 is already there, it would cost a lot less money to improve it and it would cause a lot less damage to the surrounding area. However the Welsh Government is choosing to ignore this option.

Please, as a Newport resident, I hope this motorway proposal is rejected, for the sake of our wildlife and our city. It will completely destroy Newport. As you aren't a Newport resident I'm not sure if it bothers you to destroy my town, but it sure bothers me and I urge you to consider the alternative options.

Many Thanks

A very unhappy Newport resident (Editor's note: personal details removed)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: New Motorway Proposals - Gwent Levels

I urge you to please drop the proposals for a new motorway that will effectively cut the Gwent Levels in half destroying not only a very beautiful landscape but cut through five nationally important sites for wildlife (SSSIs). This proposal must surely contradict the Welsh Government's commitment to sustainable development and puts the wildlife that lives in the area under serious threat. I along with my family have enjoyed walking the levels and visiting the RSPB nature reserve for many years and if I am lucky enough to have grandchildren would want them to also be able to enjoy the natural beauty, peace and tranquillity of this important area.

The area is of national importance for wildlife. The Levels are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants. The damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for ground dwelling wildlife attempting to traverse the motorway. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development. The Welsh Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental & economic value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: new m4 rd

I am writing to you to ask you not to proceed with the development of a new motorway through the Gwent levels . Apart from the obvious disruption to a large number of breeding birds and their habitat I feel a new motorway is unnecessary. The only time the existing motorway is busy is during the morning and evening rushhour. If commuters were encouraged to use public transport to get to work this would then mean the motorway would be left free for its intended use - allowing goods and services to travel quickly around the country. Building another motorway only encourages commuters to use their cars to get to work with all the associated pollution problems that this brings.

Organisation:

Postcode: LL28

***Non fitting comments***

Non-fitting data

I would like to register my objections of a development through the Gwent Levels. This beautiful SSSI is, or should be protected by law. How can a government committed to sustainable development consider such a proposal. We are destroying the planet and eventually ourselves by such degradation. There are less harmful, cheaper and more quickly achieved options, and I strongly request these be adopted.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Gwent Levels

I have just read that a new 7mile stretch of motorway, which will pass through the Gwent Levels, is being considered.

I am amazed as this is an area that is of international importance to wildlife (& includes 5 SSSI designations).

The path of the motorway would virtually cut the levels in half, resulting in a barrier to wildlife & pollution of the fragile wetland.

Once wildlife areas are destroyed there is no going back-please abandon this idea.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Dear Mr Jones, we write with regard to the proposal to create the M4 Relief Road across the Gwent Levels. This would take traffic through this nationally important SSSI site. We hope you will do all you can to oppose the proposal as we understand there are alternative options that do not desecrate an important wildlife site. The State of Nature report revealed that once common species are declining at an ever increasing rate. Wales has some of the most diverse wildlife habitat in the UK and surely we should be doing all we can to preserve these for many reasons - health, tourism, near impossible to replace/revert back?

Public costs too for the new road are exorbitant and in this time of financial restraint this project is not a priority ...

Organisation:

Postcode: SA6

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

Please see endorsed a copy letter I sent to 'M4 Consultation' to re-think their plans to build a new motorway across the Gwent Levels.

I am sending it to you as your role as Minister for Economy, Science and Transport and you are also my Lead Assembly member.

Please help the Government to reconsider their plans, I am begging you.

(Editor's note: text from a second letter)

I am urging you today to drop the proposal for a new motorway across the Sites of Special Scientific Interest, for the sake of the wildlife and plants.

The motorway would cause major unreversible damage to the wildlife of the Gwent Levels. The cost of the road would be astronomical - over £ 1 billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable or cheaper alternatives could be implemented in the next few years.

The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2009) has now stabilized, and there is no robust evidence to support significant rise in the future.

Please look at sustainable alternatives. It must take account of the most recent traffic and population data available and realise it for environmental value of the Levels to the wildlife and people of Wales.

It is the people as well as wildlife who will suffer, they enjoy watching them. I hope you will read this letter and seriously consider. I don't only speak for myself, but thousands of other nature loving Welsh people.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

I am seriously concerned at the proposal to construct a relief road around Newport and the Bryngias tunnels part of which would destroy a significant area of the Gwent Levels.

This proposal, apart from being hugely expensive is potentially environmentally destructive and will,as we

have learnt from the past only attract even more traffic to the area.

A significant percentage of traffic in that area is local and, as we see at Baglan where traffic feeding on to

the M4 at that point causes tailbacks we should be considering better public transport or a far less damaging and expensive option of widening of the A48.

We are facing a catastrophic increase in Co2 emissions leading to unacceptable climate change and road

schemes such as this will only accelerate this process.

I would therefore ask that you oppose this scheme when it is debated at a future date.

Organisation:

Postcode: SA71

***Non fitting comments***

Non-fitting data

This is an appeal to save the Gwent Levels from destruction - there is such a wealth of important wildlife in that area and indeed, is Wales' most important wildlife conservation area including seven Sites of Special Scientific Interest, five of which would be destroyed by building the proposed new motorway and the remaining two being negatively impacted.  
Please save the Gwent Levels.

Organisation:

Postcode: NP25

***Non fitting comments***

Non-fitting data

As a long-term supporter of the Gwent Wildlife Trust I am very concerned to see that there is a new motorway proposed over the Gwent Levels.

Surely the Welsh Government is aware of the great importance of this, our largest coastal and flood plain area.

The route would impinge on 5 areas of special scientific interest and make a lethal barrier to wildlife attempting to cross. It could also open the door to future developments that could drastically alter a beautiful area.

The most recent traffic surveys indicate that such a road is not necessary now or in the future.

This is something unique to Wales, home to scarce plants and wildlife and once ravaged, cannot be restored.

Wales cannot afford to lose this remarkable legacy to so little purpose at such tremendous cost.

Please, as the Government, do not let it happen. Above all, consider the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: CF23

***Non fitting comments***

Non-fitting data

I wish to raise my concerns about the proposed M4 Relief Motorway around Newport which, on the current plans, would cross a number of SSSIs on the Gwent Levels. The Gwent Levels are the largest and most important remaining area of coastal and floodplain grazing marshes in Wales and support an increasingly rare and unique range of species. This relief road would cause serious environmental damage to this unique area.

The proposed route would cut across a number of nationally important sites and would effectively cut the levels in half, thus creating an impassable barrier to wildlife. The road would also dramatically alter the movement of water between the areas on either side of the proposed road and run-off from the motorway would pollute the water systems and would consequently have a dramatic impact on the wildlife. Much of the low coastal and floodplain grazing marshes between the Severn Bridge and Cardiff have already been lost to development, drainage and pollution so it is even more important now to protect this important area.

At over £1bn the potential cost of the road is huge and with traffic modelling figures showing that the traffic volumes have fallen and now stabilised since 2007 one has to seriously question how such a scheme is economically justifiable. The major problem with the M4 around Newport is local traffic using the motorway as a short cut across the city, as happens at Port Talbot. Therefore, investment in solving this problem would resolve the congestion issues and negate the need for such vast and unnecessary expenditure.

I would urge that due to the importance of the Gwent Levels the Government should be looking at sustainable alternatives and realising the full potential of the Levels to the environment and people of Wales and not effectively destroying a large area of them with the construction of this unnecessary road.

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

I am enclosing a copy of our submission to the M4 Consultation and would be most grateful if you would read it. We feel very strongly on this issue.  
Thank you for your time.

We are very concerned to learn of the proposal to build a new stretch of motorway across the Gwent Levels.

This area is of enormous national importance for wildlife. We believe that the path of this motorway would run through a number of protected areas including five SSSIs. This would cause irreversible damage to the wildlife of the Gwent Levels, not only because of the direct loss of habitat but because the motorway would cut the levels in half, creating a lethal barrier to wildlife. In addition the fragile wetlands would be gravely affected by the lack of water movement between the two sides and the increased pollution from the higher volume of traffic.

Nor would this new stretch of motorway be cheap (over £1billion we understand.) In addition it is estimated that it would not be fully operational until 2031.

The Welsh Government's own traffic figures show that M4 traffic volume has stabilised and we gather there is no robust evidence to suggest that there will be a significant rise in the future.

We urge you therefore to take account of the most recent traffic and population data and look for cheaper, more sustainable alternatives, alternatives which can be implemented more quickly and which will not involve damaging unnecessarily Wales' largest and most important coastal and floodplain grazing marsh.

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

A Green and Pleasant Land!

The vision of most folk, who wish for the title above.

I am one of these, and when I hear of ever more despoliation of beautiful countryside I almost sink into despair. Of course I don't!!

The depredations of those who desire to 'improve' our modern way of life must face the reality of the full environmental costs of their actions, and not implement them with blinkers on.

Concerning the proposed motorway across the Gwent Levels, there are several vital aspects that need addressing before any action is taken:

- The motorway would cut through, and create a barrier between the wildlife of the area.
- Traffic thus generated would result in increased pollution.
- A strong probability of further development, and even more pollution.
- The cost to the public would be huge.

Concerning the 'need' for such a motorway, general observation seems to indicate that Newport and SE Wales in general has not come to a standstill. I am genuinely puzzled as to the philosophy behind this 'need'.

Irreversible damage to a delicate ecosystem (including 7 SSSI's) would inevitably occur. A balance between all contributors is necessary for a system to maintain a stable state. Large changes to the habitat of the Gwent Levels would radically alter the equilibrium. In fact, a motorway cutting through the area would be disastrous.

I call on the Welsh Government to relinquish their plans for a motorway cutting across the Gwent Levels.

Hopefully, the blinkers will fall off their eyes.

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

RSPB Campaign Against the Proposed Levels Motorway

I am writing in support of the RSPB in their campaign, and of the arguments they use in making their case against such a development.

As a former resident of Newport, and in fact as someone who has known and valued the area known as the Gwent levels all my life, I would regard the disturbance/destruction of the area as an enormous tragedy. From the Marshfield area through to Magor and beyond, this stretch of land possesses a unique quality of historic and emotional value to anyone familiar with it - its quiet and tranquillity, the particular engineering system of reens drainage, its tangible historic links evident in farmland and architecture - all are important examples of an area which surely must matter to anyone concerned with our homeland environment.

Specifically, the impact upon the birdlife and other forms of flora and fauna could be catastrophic - these arguments are well made by the RSPB. In particular, I would regard it as totally appalling if the wonderful Newport Wetlands site was damaged. I wonder if the proposers of the road development are actually familiar with this site? It is a development which has grown from former stages of redundant industrialization and is now a much-valued resource for its visitors from many parts of Wales and further afield. For residents of Newport, it has become a prized location which attracts adults (whether bird-watchers or not), school children who learn about wildlife protection and value through the special courses put on for them by the RSPB, and for younger children who can play safely in the excellently sited and equipped area. The Visitors Centre, with its shop, cafe, on-hand staff to inform and advise, etc. is another major asset. And access to the site is entirely free - surely in itself an important consideration in times of financial stress and hardship. It has to be a real asset to Newport as a tourist attraction.

Turning to cost factors involved in building a Motorway. The RSPB makes plain in persuasive terms its concerns and reservations on this point. Even if quibbles and counter-arguments are advanced, I would urge that consideration be given to the point about "knowing the price of everything and the value of nothing" which has characterized, in its negative form, so much of what presently occurs. (For Newport particularly, this point has been well demonstrated in the recent public outcry following the destruction of the Chartist Mural - a lovely piece of civic art which has (literally) bitten the dust).

Finally, I would urge all those involved in the eventual decision-making to consider the Law of Unintended Consequences. No doubt the current proposals are being advanced with the best of intentions; just as Dr. Beeching, in the 1960s, introduced, with a degree of public support (or indifference) the closure of most of the nation's railway networks. Now, with the benefit of hindsight, it is recognised that with soaring oil costs in order to run the cars which we were all so eager to buy 50 years ago, also the astronomic expense envisaged in replacing the loss with new railways, not to mention the abject failure for a myriad of reasons to develop what has been referred to as an integrated transport system, we can all recognise that the original good intentions of the 1960s went, perhaps, a little too far. But we also recognise that we cannot go back, to start again, rectifying these unforeseen and unintended outcomes. Once a major part of anything as significant in the infrastructure is lost, it may be gone forever and cannot, however deeply missed and regretted, be restored.

I therefore hope that the decision-makers faced with the difficult decisions associated with present-day transport needs will take these various arguments into account. Please consider alternatives to the proposed Motorway, and try to cherish and conserve a beautiful resource which matters to people, and is very likely to be irreplaceable.

Organisation:

Postcode: NP7

***Non fitting comments***

Non-fitting data

I enclose a letter sent to me by the RSPB Nature's Voice, and wish to protest personally to the plan to build a new motorway across the Gwent Levels. The letter details the case for my protest which echo's their's.

Importance of the site for wildlife and plants

The Gwent Levels is an area of national importance for wildlife. They are Wales' largest and most important coastal and floodplain grazing marsh and home to scarce plants and wildlife, and are special for their unique "reens"; special drainage ditches which provide a home to many invertebrates and small plants.

The motorway would cause major irreversible damage to the wildlife of the Gwent Levels. The path of the motorway would run directly through a number of protected areas that are nationally important for their wildlife (including five SSSIs).

Damage caused by a new road would not be limited to the direct loss of habitat where the road is being constructed. The new motorway would effectively cut the levels in half and create a lethal barrier for wildlife. The lack of water movement between the two sides and increased local pollution from higher traffic volumes would dramatically affect these fragile wetlands. Furthermore, building a new road through this beautiful area could make the land between it and Newport vulnerable to further development.

High public cost of the project

The cost of the new road would be astronomical - over £1 billion. What's more, the new road wouldn't be fully operational until 2031, whereas more sustainable and cheaper alternatives could be implemented in the next few years.

No need for a new motorway across the Gwent Levels

The traffic modelling which has been carried out in relation to the new motorway has been based on out of date data and assumptions we believe are incorrect. The Welsh Government's own traffic figures show that the M4 traffic volume (having fallen after 2007) has now stabilised, and there is no robust evidence to support a significant rise in the future.

Instead, the Government must look at sustainable alternatives. It must take account of the most recent traffic and population data available, and realise the full environmental value of the Levels to the wildlife and people of Wales.

Organisation:

Postcode: CF14

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

Proposals for a new motorway on the Gwent Levels

Please find enclosed a copy of my letter to M4 consultation with regards to my opposition to the proposals to build a new motorway across the Gwent Levels.

I believe the Welsh Assembly must look at sustainable alternatives to the current proposal which would destroy an irreplaceable, and already protected, wildlife area in our country.

Proposals for a new motorway on the Gwent Levels

I am writing to urge the Welsh Government to drop the proposal to build a new motorway on the Gwent Levels.

My wife and I have, within the last year, started to regularly visit the RSPB Newport Wetlands wildlife reserve on the Gwent Levels. The area is an unusual site for a bird reserve in that it is extremely close to a city and is within sight of large industrial sites including a power station. However, the site is beautifully quiet, surrounded by fields and a surprisingly rural environment. We enjoy our visits to birdwatch and enjoy the quiet atmosphere so close to the urban environments of Newport and Cardiff.

The building of a new motorway through this area would have appalling implications. The path of the new road would run directly through a number of Sites of Special Scientific Interest (SSSIs) which have been created for the protection of the unique local fauna and flora. The consequent loss of wildlife habitat is not all that would suffer. The peace and quiet of this special environment, so essential for the wildlife at present living there, would be shattered by the noise and pollution of the resulting traffic. Nowhere on this narrow haven of wetlands would be free from the continuous roar of traffic and the associated fumes. Once constructed, the damage would be irreversible.

The Welsh Government's own traffic figures show that the present M4 traffic volume has stabilised from the peak of 2007 and there is no reasonable evidence to support a significant rise in the future.

This area south of Newport is one of the very few areas in this part of South Wales that is still a haven for its people and wildlife.

The proposals for a new motorway will ruin this part of our country.  
Please rethink your plans.

Organisation:

Postcode: LL49

***Non fitting comments***

Non-fitting data

I cannot believe the information I have received about a proposed motorway cutting through several SSSIs on the Gwent Levels. What is the point of designating these wonderful natural areas then ignoring the designation, fragmenting the habitat and providing a lethal barrier for any wildlife which tries to cross from one section to another? Surely it is illegal to destroy these conservation areas.

The cost of this sounds astronomical, and by the time it is completed it will probably no longer be required. It seems that as soon as a new road is built it becomes clogged with traffic and does not reduce the congestion it was expected to relieve. I feel we should be trying to coax people out of their cars on to public transport - could the funds for this motorway be re-routed to buses and trains to improve their schedules?

Please think again about this proposal, and find a more acceptable alternative.

Organisation: Health and Safety  
Executive

Postcode: L20

***Non fitting comments***

Non-fitting data

M4 corridor around Newport - public consultation

Thank you for your letter of 20 September 2013 to Mr P Scott at HSE's Cardiff office, seeking HSE's comments on the above draft plan for the M4 corridor around Newport.

HSE is a statutory consultee for certain developments, including new roads, within the consultation distance of major hazard installations/complexes and pipelines. It appears that one or more of the proposed routes may lie within the consultation distance of a number of major hazard sites, including a licensed explosives site, and major accident hazard pipelines.

HSE's advice will depend on which of the HSE consultation distance zones the proposed road will pass through. However, as detailed plans showing the exact routes for each of the proposals do not appear to be available at the moment, HSE is currently unable to provide any indication at this stage as to how we would advise on any of the proposed routes.'

If you supply detailed maps showing the exact route to be followed by each of the proposals, HSE will be able to provide you with advice in respect of each of them.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

I welcome the opportunity to respond to the consultation on the M4 Corridor around Newport. Sustainable and effective transport for Wales, in particular the south east, is of crucial importance to the nation's economic, social and environmental well-being. Solutions to the congestion experienced on the M4 around Newport, particularly around the Brynglas tunnels, can therefore only be considered as part of a wider strategy which seeks to address the root causes of this congestion, and offers sustainable, responsible solutions. For this reason the scope and terms of reference of this consultation are entirely inadequate to address the problem at hand and provide a long term, strategic response. I object wholeheartedly to any proposed solution which disrupts Gwent Levels SSSIs.

Whilst the Brynglas tunnels and the stretch of M4 in this area can at times act as a bottleneck, the answer to this cannot be found in increasing capacity alone. An informed, long term solution seeks to reduce demands on existing capacity and provide sustainable alternatives via enhanced public transport, whilst increasing capacity as a last resort, with minimal environmental impact.

As outlined in the report the Blue Route: a cost effective solution to relieving M4 congestion around Newport, solutions to the congestion problems experienced on the M4 in the area can be found by a upgrading both the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of Newport. Not only does this alternative 'blue route' avoid much of the environmental calamity which all three routes proposed by the Welsh Government entail, but would come in at a third of the cost. It is disappointing to read the report's conclusions that the Welsh Government, in predicting traffic volumes over the coming years has neglected to include the potential impact of rail electrification and the development of a south Wales metro - options which must be aggressively pursued before recourse to solutions which increase capacity for private vehicles.

Whilst alleviating congestion in and around Newport will provide some economic advantages, a far greater economic stimulus will be investment in long term sustainable public transport, available for the many, not the few, which incorporates those areas of South Wales, especially in Valleys communities, which have disproportionately low levels of car ownership and are unconnected to Cardiff, Newport and Swansea by rail. This broader vision, whilst ambitious, provides the basis for a sustainable and democratic vision which avoids the unjustified environmental degradation and short-sighted populism which the Welsh Government's current proposals represent.

"A developed country is not a place where the poor have cars. It's where the rich use public transport"

Enrique Penalosa, former Mayor of Bogota, Colombia

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this proposed route - Please see my answer to Question 9

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see my answer to Question 9

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Please see my answer to Question 9

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Habitats Regulations Assessment is flawed. Under the Habitats Directive, consent for a plan or project may only be given having ascertained no adverse effect on the integrity of the site. This precautionary approach is the fundamental principle underpinning the Directive.

Your HRA tacitly accepts there will be damage when it says, "It is considered on the basis of professional judgement that the impacts that could reasonably be expected to give rise to effects on the features of the River Usk SAC could be mitigated during the implementation of a project to build a new road to the south of Newport...".

"Professional judgement" is not evidence and, when the precautionary principle is taken into account, would not be adequate to satisfy Article 6(3) of the Habitats Directive.

If there could be a negative impact on a SAC made by a proposed project, the Directive does not allow Member States to proceed if there is an alternative solution (Article 6(4)). As recently as last year, the Welsh Government was itself proposing an alternative solution - namely improvements to the Southern Distributor road. On the basis of their own published documents, a complaint to the European Commission against the Welsh Ministers would have a strong chance of success.

According to the JNCC website, the Usk's qualifying features include "Water courses of plain to montane levels with the *Ranunculus fluitans* and *Callitriche-Batrachion* vegetation." I could find no detailed assessment of the impact of the schemes on this and the habitat types listed in the river's notification to the EC.

The consultation says (on page 30) that "additional junctions to the south of Newport would increase the potential of employment sites". There is something similar on pages 37 and 43. Thus the consultation implicitly concedes that the road may encourage further development but the HRA seems silent on the impact of these additional developments on the SACs and SPAs identified in the HRA.

The HRA also fails to mention the wider obligations arising under Birds Directive - see the answer to question 9 below.

### **Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Please see my answer to Question 9

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

### **Q9. Additional comments**

Please provide any additional comments here.

My comments are as follows.

Last year I responded, in good faith, to the Welsh Government's previous M4 related consultation. I supported the option of an upgrade of the Southern Distributor Road. This represented a pragmatic, affordable and quick option to relieve the traffic load on the M4 - particularly the Brynglas Tunnels - whilst minimising the environmental impact. This option seems inexplicitly to have been dropped, but does, in my view, still represent much the best option.

Your consultation paper is flawed for a number of reasons. It assumes that recent traffic falls are temporary reflecting the current economic downturn, but I note that according to evidence submitted to the NAW's Sustainability Committee, traffic peaked as long ago as 2004. Factors such as the price of petrol and/or more widespread use of IT technology enabling people to avoid travel (and a much more sustainable work pattern), mean that it is far from certain the projected traffic growth will be realised. Particularly when the cost of the scheme to the taxpayer is considered, these options represent a huge investment against very uncertain data.

The Welsh Government is currently proposing an Environment Bill. One of the justifications given in its related White Paper is that decisions affecting the environment should be evidence based. To quote from the consultation, "It will help to better inform decision-makers by assisting them to consider how long-term environmental, social and economic outcomes could be optimised. A clear legislative and policy framework for the sustainable management of natural resources, supported by a robust evidence base, will be critical to inform decisions at both the national and local level." It is therefore, at best, disappointing that the Welsh Government is, itself, proposing to spend over £1 billion on a scheme that will undoubtedly cause significant environmental damage and on the basis of very weak evidence.

Given these uncertainties, I suspect that the Welsh taxpayer would probably prefer this investment to be made on other, more certain needs, e.g. the NHS or improving Wales' education results.

The consultation also underplays the benefits (not to mention the cost) of installing the variable speed system. Surely this new system should be given some years to assess whether it is having a beneficial impact.

The consultation paper argues that those travelling from far afield may not be aware of delays on the M4. But this problem is hardly insurmountable and certainly does not warrant a £1.2 billion solution: why not have signage giving the times that alternative routes may take - "e.g. time to J29 via M4 X minutes; time to J29 via A48 X minutes."

There is an implication that the new M4 will reduce the traffic delays caused by accidents. As is evident from the daily traffic bulletins, any motorway will perform less well after bad weather or following traffic accidents.

Why do you believe that fewer speeding, lane hogging or unlicensed drivers or will use the new road? If anything, congestion tends to reduce speed and lane hogging.

You say that the M4 will have to be improved in the next 5-10 years and thus there will be further delays. But the consultation is noticeably silent on when the new M4 will be completed: a five year target seems totally unrealistic, so the new road will have no role to play in mitigating the impact of this maintenance work. The consultation could be accused of misleading consultees about this.

The consultation paper is founded on an economic case. The evidence given to the National Assembly for Wales' Sustainability Committee suggests that business - e.g. the Federation of Small Business - is far from convinced that a robust economic case has been made for the new M4.

There are various European obligations that are not addressed in the consultation paper. Firstly there is the Water Framework Directive 2000/60/EC (WFD). It includes an overarching requirement that Member States prevent deterioration of "waterbodies" - which would include the reens on the Gwent levels as well as the River Usk. The consultation paper concedes that the routes could adversely affect water quality (pages 33; 39; 44) - this would put the Welsh Ministers in direct breach of their obligations under the WFD. The Directive also protects wetlands: specifically Article

1(a) says that it "prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems;" - but again the consultation is silent on the potential of the routes to cause a breach of this obligation.

The Usk's designation as a SAC under the Habitats Directive gives the river Protected Area status under the Water Framework Directive, so that the limited derogations that might be available under WFD are more tightly constrained. So, for example, the option of setting alternative (less stringent) objectives under WFD would not be available for the Usk. And failure to achieve Favourable Conservation Status under Habitats would also be a failure to meet WFD.

The consultation, including the HRA, also fails to take account of some of the obligations arising under the Birds Directive. In 2012, the Habitats Regulations were amended by SI 2012, No 1927 and now include the following; "9A.(1) Without prejudice to regulation 9(1), the appropriate authority, the nature conservation bodies and, in relation to the marine area, a competent authority must take such steps in the exercise of their functions as they consider appropriate to secure the objective in paragraph (3), so far as lies within their powers.. (3) The objective is the preservation, maintenance and re-establishment of a sufficient diversity and area of habitat for wild birds in the United Kingdom, including by means of the upkeep, management and creation of such habitat, as appropriate, having regard to the requirements of Article 2 of the new Wild Birds Directive."

The Welsh Ministers are an appropriate authority. By making these amendments to the Habitats Regulations (required to bring them into conformity with the Birds Directive) Ministers have placed themselves under a statutory duty to preserve, maintain and re-establish habitat for wild birds. This new road will cut through an area of significant importance in terms of bird habitat - a fact no-one disputes - so seems to represent a potential breach of this duty.

Member States have also agreed that measures should be put in place to try to halt the reduction in Europe's eel population. This resulted in the adoption of the Eels Regulation (No 1100/2007) which requires Member States to make plans that will, amongst other things, contain measures to make rivers passable and improve river habitats, together with other environmental measures. The reens support a (depleting) eels population and the Welsh Ministers should be under an obligation to help their recovery - and should certainly not be putting additional structural barriers in place.

Turning to national law, the Wildlife and Countryside Act 1981 includes provisions to protect Sites of Special Scientific Interest (SSSIs). Under s28G the Welsh Ministers are under a legal duty "to take reasonable steps, consistent with the proper exercise of the authority's functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest." A breach of this is a criminal offence (s28P(3)). It therefore seems extraordinary that the consultation paper belittles the potential threat that the proposals pose to SSSIs, e.g. "The Black Route would cross approximately 8.5km of SSSI land resulting in the loss of up to 60ha (less than 1.5%) of the total SSSI." (We note that in its oral evidence to the National Assembly for Wales' Sustainability Committee, the RSPB estimates that the loss is likely to be at least 100ha - possibly up to 300ha.). Given the obligations on Ministers under the 1981 Act, we urge the Welsh Government to reconsider whether its position regarding the affect on the SSSIs is a breach of the 1981 Act.

As recently as October 2013, Welsh Ministers, including the Economic Minister, Edwina Hart and the Natural Resources Minister, Alun Davies, supported the launch by the Wildlife Trusts Wales of its 'Living Landscapes' initiative. It is ironic that these landscapes include the 'Gwent Levels' and 'Usk to Wye' both of which seem likely to be damaged by the proposed road - whichever of the proposed routes is adopted.

And finally - it was very frustrating that the response form on the internet was in pdf format, thus frustrating the attempts of most people to complete it on-line.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

M4 Corridor around Newport Consultation

The future 'demand' is - doubtless, as always - exaggerated by the roadbuilder fraternity, while the cost is underestimated (wrong baseline + 'optimism bias'). The increasing shortage of oil (peak oil) means we can logically plan for reducing vehicle traffic in the medium term, yet this document is blind to this prospect. The need to de-carbonise Britain's energy supply to meet our CO2 commitments means that transport CO2 needs to shrink hugely. Assuming electricity can be substituted for oil implies large technology changes, which are financially problematic, particularly with the Chancellor predicting austerity for years ahead - and maybe indefinitely.

The document claims the project is needed to tackle traffic 'congestion', yet provides no evidence on the 'problem'. Eg. Congestion on the M4 between junctions 24 and 29 is already thought to be impacting on business performance and the level of congestion is expected to increase. Cardiff and Newport have ambitious regeneration strategies and Monmouthshire County Council is developing areas around Junction 23A of the M4. Traffic congestion on the M4 could hamper these plans and impact negatively on regional economic development

Possible increased congestion would adversely impact on the movement of commuters. The M4 is heavily used by commuters and there are already significant movements of commuters between Wales and England over the Severn Crossings.

Yet many British roads and motorways suffer from congestion; no evidence is given on the priority the M4 might merit, or on the degree of the 'problem', or on why heavy use by 'commuters' should be provided for rather than diverting commuter journeys to public transport.

A recent IWA report proposes a way of cutting congestion at Newport at one third the cost.

<http://t.co/F35HoUQp2B> -- Inst. Welsh Affairs

(@IWA\_Wales). The document does not dispute its point that both a) electrification of the mainline and b) a Cardiff city-region Metro system would both reduce car travel - disregarding them 'because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales (that) will focus on how a metro system could support economic growth and regeneration at key locations across South East Wales' is a spurious argument, contrary to integrated assessment policy (WelTAG below)

Enhancement of rail capacity to take commuters between Wales and England away from the Severn road Crossings has not been considered in either study. This is despite the promises of integrated traffic assessment in WelTAG - and NATA on the English side (In April 2011 the Government decided to discontinue use of the term NATA but the integrated methodology still applies). The absence of any car-restraint measures shows the unreality of the current assessment.

The failure in the Arup proposals to consider use of the steelworks site road - choosing to destroy countryside rather than use a road bought by the Welsh government and upgradable to dual c'way at lower cost - indicates a political decision to build a new motorway, with cost no object, but levied on future generations.

The WelTAG document states as Welsh government policy <http://wales.gov.uk/topics/transport/publications/weltag/?lang=e>

1.3.2 In order to compete for public sector resources, transport proposals need to demonstrate that they:

- Make a positive contribution to the objectives for transport and hence the wider policy objectives for Wales;
  - Provide good value for money;
  - Provide overall economic, social and environmental benefits to society;
- and
- Maximise benefits and minimise impacts.

Important in these objectives is to cut CO2 from transport. Though the proposals will increase

vehicle mileage and facilitate longer journeys, the increased CO2 is not assessed. WelTAG was supposed to cover CO2, but doesn't. The document mentions only WelTAG assessment, so the negative effect on Wales's CO2 target is ignored.

The Welsh government says WelTAG assessment has to be used. But this in no way guarantees that the bullet points in 1.3.2 are fully taken into account, just like CO2 is not. A broader assessment is needed across economic, social and environmental impacts overall. Failing to carry out such an assessment because of a political decision to build new is quite wrong under this 'evidence-driven' policy.

WelTAG is badly defective, the WAG/WG failed to revise it to meet criticisms. Like the old NATA, it makes transport projects that are bad for society look good because of four major failings: it includes fuel duty revenue, puts a monetary value on some things that can't be monetised, greatly exaggerates the time-savings a new project would bring and values some people less than others. It's absurd in eg. giving a positive value to car travel to a distant shop rather than shopping locally.

We cite

<http://www.bettertransport.org.uk/modules/civCRM/extern/url.php?u=374&qid=9286> The Campaign for Better Transport (CBT) Feb 2008

WelTAG needs changing to remove the 'benefit' ascribed to Treasury income from fuel tax, so that eg. switching to from cars to bikes or public transport no longer counts as negative. On the point that WelTAG has increased fuel consumption as a "benefit", the Climate Change Commission called on WAG to "urgently review WelTAG to make carbon reduction a priority". WAG promised to review "how well it has worked... later this year". Five years later the WG website still carries the 2008 version (claiming it's a "new" transport appraisal tool) <http://wales.gov.uk/topics/transport/publications/weltag/?lang=en>

The "complementary walking and cycling measures" are just a sop, shown by the formulaic 3 miles, despite far different milages being practicable for each mode. Look how the same wording has been copy/pasted for each!

Provide cycle friendly infrastructure Promoting the use of cycling as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.

Provide walking friendly infrastructure Promoting the use of walking as an alternative to the car for journeys of up to three miles by providing new infrastructure or improving existing infrastructure.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

FAO: Allan Pitt - M4 Newport Consultation

I visited the Drop in Exhibition in Castleton Village Hall, Newport and have considered the 3 options proposed.

In my opinion the 'preferred option' of transforming the current M4 to a dual carriageway and having a new M4 route south of the city, avoiding the recycling site, would be the best choice.

This should keep Motorway traffic moving swiftly due to fewer Junctions and the reduced impact of commuter traffic which could continue along the existing M4 route.

There is limited impact on SSI areas and any conflict regarding land allocation would be overcome by alternative accommodation elsewhere.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Proposed M4 route through the Gwent Levels

I am writing to voice my deep concern about the proposed motorway route south of Newport, through the Gwent Levels. The area is nationally and internationally important as an example of wet meadow habitat, and this is acknowledged by the presence of 5 SSSIs along the proposed route. The impact of the disturbance, both in construction and in subsequent use, will be immense, and will impoverish plant and animal species for uncertain economic gain. I urge you to reconsider the proposed route so that the Gwent Levels, a vulnerable jewel in Wales' nature conservation crown, are conserved to contribute to the biodiversity of our country and to the legacy of future generations.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Response by lawyer  
(GVA) on behalf of Tata Steel UK Ltd

Postcode: CF10

***Non fitting comments***

Non-fitting data

Subject: Representations on behalf of Tata Steel UK Ltd to the Draft Plan Consultation on the M4 Corridor around Newport

We refer to the above and are pleased to attach a duly completed Consultation Response Form on behalf of our client, Tata Steel UK Ltd (Tata), in response to the latest draft Plan Consultation on the M4 Corridor around Newport.

As set out in the attached response, there is much within the latest consultation document that Tata supports in general. However, it will be important for Tata to gain a more detailed understanding of the proposed measures as they are carried forward so that it is able to consider the implications on the operations undertaken both at Llanwern and across the wider South Wales region. The phasing of the proposed options will also be a key consideration that will require further consideration in order to assess the implications on Tata's operations. As such, Tata would welcome being involved in the proposed enhancement measures as they are taken forward and look forward to working with the Welsh Government in order to collaboratively address and fulfil the aspirations and goals set out in the latest consultation document.

We trust the attached meets your approval. However, should you have any queries or require any further information please do contact me.

(editor's note: text from attachment)

**Question 9 - Additional Comments**

All three of the proposed M4 Relief Road routes (Black, Red & Purple) pass directly to the south of the Tata Steel UK Ltd (hereafter known as 'Tata') landholding in Newport. In view of this, the following comments should be taken into consideration as part of this consultation process.

Tata operates a major steel facility at Llanwern. The operations undertaken at the site include a hot strip mill, a cold strip mill and a hot dip galvanising line. The works roll approximately 1.5 million tonnes of steel coil per annum for automotive, construction and general engineering applications. The facility comprises both a core complex of buildings and structures together with surrounding land which is used, or will be used, for ancillary purposes (including waste transfer, disposal and recovery, land drainage and other processes). The land also accommodates a range of infrastructure which serves the complex, including power, water supply, telecommunications and waste disposal, as well as the important reed bed systems.

The land to the south of Queensway includes an operational waste disposal facility. The proposed route of the M4 Relief Road cuts into this area of land and could have significant implications for both the existing operations at the site, and any future expansion of the facility. A large proportion of the land to the south of Queensway is proposed to be allocated for employment land in the Revised Deposit Newport Local Development Plan (June 2013). Throughout the LDP process, and more recently at the Alternative Sites Consultation (October 2013), Tata has submitted representations to seek to expand the allocated employment area to include all land in its ownership at Llanwern.

It on this basis that these representations are submitted to the Welsh Government in respect of this latest consultation document. In general terms, Tata welcome and support the aspirations and goals (identified in paragraph 3.4 of the consultation document) of the Welsh Government (WG) in seeking to secure enhancement of the M4 corridor between Magor to Castleton. Being a major local employer that relies upon the highway network of this area, Tata are fully supportive of the presented goals and aspirations set out in the latest consultation document. Tata are also acutely aware of the problems faced at the present time. In light of this, Tata would welcome the opportunity to work with the WG going forward in order to address and overcome these issues.

As set out in this consultation response, we consider that the Black or Purple Routes (a 3-lane motorway) represent the critical and most effective ways of increasing highway capacity and improving the resilience and safety of the M4 in the future. We are therefore supportive, in principle, of either of these options. We also support the principle of the Red Route (a dual 2-lane carriageway), but note that this may not provide sufficient highway capacity to meet future need. However, balanced with this general support, Tata would wish to raise a word of caution (and potentially specific concerns) in respect of potential adverse impact that any of the proposed options could have on the operations undertaken at the Llanwern Steelworks.

Tata have made their views on such a similar scheme known in recent years. In 2006 Tata (formerly Corus) responded to the consultation being undertaken on the proposed new M4 Project (Magor to Castleton). During this consultation, Tata raised a number of specific concerns related to the impact that the new M4 project would have on their operations at the Llanwern site.

The latest consultation document, due to the scale of the plans included, does not provide sufficient detail on the exact location of the proposed relief road in order for Tata to comment definitively on the proposals, and their potential impact, at this stage. No doubt, once a formal alignment has been set this will be subject to detailed design considerations and further consultation as matters of progress. Tata would welcome the opportunity to discuss the route of the proposed relief road in detail with the Welsh Government and its advisors as the project is progressed.

In addition to the representations submitted by Tata (then Corus) in 2006, representations were more recently submitted to the Welsh Government in July 2012 in response to the consultation document for the M4 Relief Road. Notwithstanding these previous representations, and in view of the changes that have been proposed since 2012, we would wish to reiterate the concerns previously raised by Tata in order that such issues can be fully addressed as part of this latest programme of works for the proposed new road to the south of Newport. These concerns can be summarised as follows:

1. Potential impact on the operational waste disposal site to the south. This is a licensed and operational facility. As such, the implications of any potential impact on this area will need to be fully considered.
2. Potential impact on what Tata calls the No.1 Reed-bed System. Any adverse impact on this area would cause obvious reductions in performance (because of the volume of the reed-bed), but would also mean that the whole reed-bed complex cannot function as a fully integrated treatment system. Finding an alternative (if there is one) would be difficult and delivering it is likely to be very expensive. The cost of the reed-bed system some 20 years ago was significant - and certainly fell into the millions of pounds bracket.
3. Potential impact on privately drained land, where all discharges are subject to Natural Resources Wales consent. Tata would request that any required drainage and treatment of the new road should be independent of the Tata system.
4. Potential impact on the electrical supply to the Llanwern site. Such concerns relate to the long construction period for the installation of the new road. Effective protection, management and mitigation measures will need to be factored into any new road scheme in this locality. Added to this, the underground electrical supplies that serve the storm water pump house situated south of the works' boundary will also need to be protected, as will the integrity of the cathodic protection on the overland discharge pipework to the long sea outfall.
5. Potential impact upon the navigable headroom at high water level for vessels berthing at Orb Works' Lysaghts Wharf. All three proposed routes and their associated bridges have the potential to impact upon the capability of vessels navigating the River Usk and berthing at the Orb Works. Please note that this very important issue has been raised during previous consultation earlier this year, and specifically during a meeting between representatives of Arup and Orb Electrical Steel, a division of Tata Steel UK Ltd. For ease of reference, the text below is taken directly from the email correspondence dated 14th June 2013 between representatives of Orb Electrical Steels and Arup.

'(1) The 'Black High' option - the former M4 Relief Road alignment with a high level river crossing

We note that this shows a river crossing providing 27m navigable headroom at high water, which was the headroom proposed when this option was previously being considered. As you are aware,

Arup carried out a survey of vessels berthing at Orb Works' Lysaghts Wharf during the period 2004-2008 and concluded that the majority of vessels had an air draft of between 20.0m and 27.5m. However, Orb has changed its supplier of feedstock since that survey and therefore different vessels are now being used to import our steel, though these tend to be of a similar tonnage to those that previously supplied us. I should shortly be able to provide you with a list of these vessels to enable you to assess whether 27m would be adequate to avoid disruption to our business.

As explained at our meeting, we use Bird Port as a fallback when Lysaghts Wharf cannot be used for any reason. Bird Port is owned by Cargo Services (UK) Ltd and is also used by Tata Steel's Llanwern operation, who have invested in improving its facilities and may wish to comment on their own behalf. The Black High option passes immediately to the north of Bird Port's dock, but, from the sketch, it is not apparent whether any provision has been made to enable continued use of and access to Bird Port, including its adjacent railhead.

As 100% of Orb's feedstock is imported, the loss of both these wharves would significantly increase our cost base (the use of other ports, such as Newport Docks, being prohibitively expensive), thereby threatening our long-term competitiveness and putting 400+ jobs at risk.

(2) The 'Purple' option - a motorway solution crossing the northern part of North Dock with a low level river crossing

We note that this shows a river crossing providing only 10.5m navigable headroom at high water, which would render Lysaghts Wharf unusable.

Due to the more northerly route of this option and the provision of 5.3m headroom where it crosses Corporation Road, it would appear that the activities of and access to Bird Port are unlikely to be affected by the Purple option. However, while this would allow us to use Bird Port as an alternative to Lysaghts Wharf, this is more expensive than unloading at our own wharf and adds to heavy road traffic movements in the vicinity. Furthermore, there is no guarantee that Bird Port will continue to operate in the longer term. The Purple option would therefore result in a substantial claim by Orb for compensation for loss of use of the Lysaghts Wharf facility.

We are disappointed that the Purple route has no interchange east of the river. As virtually all Orb's road exports go eastward, this would be of benefit to Orb and would relieve the Southern Distributor Road of a significant amount of heavy goods traffic.'

In light of the above, it is important that the height of vessels navigating the River Usk, now and in the future, is taken into consideration to avoid any potential conflict and detriment to both current and future operations.

In the overview of the consultation document it is stated that the ability to deliver and identify measures in phases is key to improving affordability. Whilst Tata understand the rationale for such an approach, it is important that they reserve the opportunity to comment on such a phased approach until more specific details of any such phasing are available. It is possible that a phased approach to the construction of any such road to the south of Newport could increase traffic flows along Queensway. Such an increase in traffic would obviously require closer scrutiny at the appropriate time in order to be able to more fully understand any impacts on the operational transport movements associated with the Llanwern site. Tata would therefore welcome consultation on the phasing of the three options as matters progress further. We therefore trust that further details will be provided in due course on the phasing of works in order that Tata is able to more fully understand (and respond to) the likely transport implications of such works.

As previously stated, Tata are keen to work collaboratively with WG as part of the scheme. Improvement to the highway network for this part of Newport will provide benefits to Tata in terms of transport movements and safety. However, it will be important that any scheme going forward fully considers the operational requirements of Tata so that any disruption is minimised and the long term success of the Llanwern steelworks is not unduly prejudiced or jeopardised. We therefore trust that any new high quality route to be provided to the south of Newport fully considers the potential impacts and consequences to the on-going (and important) operations of Tata at Llanwern.

Tata is keen to be involved further in this project and would welcome the opportunity to meet to discuss the project as it is progressed.



Organisation: The Coal Authority

Postcode:

***Non fitting comments***

Non-fitting data

Thank you for your letter of 20 September 2013 seeking the initial views of The Coal Authority on the above project.

I can confirm that the project would fall outside of the defined coalfield; accordingly, The Coal Authority has no comments or observations to make.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is essential for this option to be introduced in conjunction with measures which effectively manage the effects of induced traffic and the likely impact of these flows upon Cardiff's strategic highway network and wider regional road network.

Unless the effects of induced traffic are properly mitigated and managed, congestion on Cardiff's network could increase significantly. This would undermine the Council's efforts to achieve the (Deposit) Local Development Plan (LDP) target of a 50:50 car/non car modal split and jeopardise the delivery of the LDP's vision of a "world class European capital city with an exceptional quality of life and at the heart of a thriving city-region" and its objective to "create sustainable neighbourhoods that form part of a sustainable city".

The likely impacts, west of Castleton, of a new free-flowing M4 clearly calls for a strategic corridor approach to managing traffic flows and travel demand. The Eastern Bay Link Road is potentially a central element of the package of mitigation measures that will be required to facilitate new M4 capacity. We therefore strongly recommend that the planning work for the new motorway going forward is extended across a wider corridor and undertaken in conjunction with the development of the EBL. It must also consider other means of managing traffic congestion besides the addition of road capacity. These would include:

- Restraining local access onto the existing M4;
- Investments in public transport; and,
- Investments in a high intensity programme of smarter choice measures.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

If this option is selected, it would still be necessary to consider measures which effectively manage the effects of

induced traffic and the likely impact of these flows upon Cardiff's strategic highway network and wider regional road network. The Eastern Bay Link Road is potentially a central element of the package of mitigation measures that will be required to facilitate new capacity within the M4 corridor. We therefore strongly recommend that the planning work for the new motorway going forward is extended across a wider corridor and undertaken in conjunction with the development of the EBL. It must also consider other means of managing traffic congestion besides the addition of road capacity. These would include:

- Restraining local access onto the existing M4;
- Investments in public transport; and,
- Investments in a high intensity programme of smarter choice measures.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It is essential for this option to be introduced in conjunction with measures which effectively manage the effects of induced traffic and the likely impact of these flows upon Cardiff's strategic highway network and wider regional road network.

Unless the effects of induced traffic are properly mitigated and managed, congestion on Cardiff's network could increase significantly. This would undermine the Council's efforts to achieve the (Deposit) Local Development Plan (LDP) target of a 50:50 car/non car modal split and jeopardise the delivery of the LDP's vision of a "world class European capital city with an exceptional quality of life and at the heart of a thriving city-region" and its objective to "create sustainable neighbourhoods that form part of a sustainable city".

The likely impacts, west of Castleton, of a new free-flowing M4 clearly calls for a strategic corridor approach to managing traffic flows and travel demand. The Eastern Bay Link Road is potentially a central element of the package of mitigation measures that will be required to facilitate new M4 capacity. We therefore strongly recommend that the planning work for the new motorway going forward is extended across a wider corridor and undertaken in conjunction with the development of the EBL. It must also consider other means of managing traffic congestion besides the addition of road capacity. These would include:

- Restraining local access onto the existing M4;
- Investments in public transport; and,
- Investments in a high intensity programme of smarter choice measures.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario needs to be considered in the context of the potential impacts of alternative measures referenced above which would include the Cardiff Metro.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

In context of our concerns about the congestion impacts of induced traffic, we think that the SEA underestimates the environmental impact of the additional traffic flows generated by new road capacity.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comments

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No comments

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comments

**Q9. Additional comments**

Please provide any additional comments here.  
Please see attached letter.

## ***Non fitting comments***

Non-fitting data

(Editor's note: text from letter)

Consultation Response: M4 Corridor around Newport  
Welsh Government draft Plan for Consultation

I welcome the opportunity to respond to the Welsh Government's consultation on its approach to solving transport related problems affecting the M4 Corridor area around Newport.

I have attached Cardiff Council's previous response to the M4 CEM consultation (July 2012) and our detailed response to the current consultation. I have also provided more general comments below on the need to strengthen the strategic role of the M4 and address the impacts of new road capacity upon the M4 corridor west of Castleton and Cardiff's strategic highway network. We also raise the matter of the relationship of the M4 scheme to the South Wales Metro and the issue of the affordability of these major projects.

We conclude by stating our commitment to working with Welsh Government and other key stakeholders on the development of a joined up solution for the M4 corridor and the South Wales Metro project.

(Editor's note: text from attachment)

M4 Corridor around Newport  
Welsh Government draft Plan for Consultation  
Response by Cardiff Council  
December 2013

### Introduction

Cardiff Council welcomes the opportunity to comment on the draft Plan Consultation Document. Our comments draw upon our response to the consultation on the M4 Corridor Enhancement Measures (M4 CEM) submitted in July 2012 (copy attached) as a number of the issues we raised then remain relevant in the context of the latest proposals. In addition to our questionnaire response, we would like to highlight the following points:

#### 1. Support for Strengthening the Strategic Role of the M4

Cardiff Council considers that addressing the transport related problems within the M4 corridor will help to stimulate economic investment and is crucial to the future economic growth of the Cardiff city region. However, whilst the Council supports the need for new capacity, we think it is essential that this is introduced in conjunction with measures which effectively manage the effects of induced traffic and the likely impact of these flows upon Cardiff's strategic highway network and wider regional road network (see 2. below).

#### 2. Managing the Impacts of Induced Traffic

The provision of additional road capacity will inevitably induce demand for additional travel by car along the M4 Corridor. The benefits of a new freeflowing motorway (and the associated reduction in vehicle emissions) would be offset from induced traffic on both the new and old sections of the M4.

Cardiff's strategic highway network and local routes are under considerable strain, especially during peak commuting times. Unless the effects of induced traffic are properly mitigated and managed, congestion on Cardiff's network could increase significantly. This would undermine the Council's efforts to achieve the (Deposit) Local Development Plan (LDP) target of a 50:50 car/non car modal split and jeopardise the delivery of the LDP's vision of a

"world class European capital city with an exceptional quality of life and at the heart of a thriving city-

region" and its objective to "create sustainable neighbourhoods that form part of a sustainable city".

The Council raised concerns about potential impacts in its response to the M4 CEM consultation. However, the draft Plan proposals neither acknowledge nor address the problem and we remain concerned about the prospect of the congestion problems around Newport simply shifting west to Cardiff.

### 3. Need for a Strategic Corridor Approach

The likely impacts, west of Castleton, of a new free-flowing M4 clearly calls for a strategic corridor approach to managing traffic flows and travel demand. Cardiff Council welcomed the commitment made by the Minister for Economy, Science and Transport in July 2013 to progress the development of the Eastern Bay Link (EBL) road. This scheme is potentially a central element of the package of mitigation measures that will be required to facilitate new M4 capacity. We therefore strongly recommend that the planning work for the new motorway going forward is extended across a wider corridor and undertaken in conjunction with the development of the EBL. It must also consider other means of managing traffic congestion besides the addition of road capacity.

### 4. Developing Alternatives

The Council's response to the CEM consultation highlighted the potentially positive impacts upon travel demand and congestion of a range of alternatives to new road capacity between Magor and Castleton. These included:

- Restraining local access onto the existing M4;
- Investments in public transport; and,
- Investments in a high intensity programme of smarter choice measures (with a potential cost-benefit ratio of between 4:1 and 10:1, and in some cases, up to in excess of 30:1).

We believe it is essential that such measures are integrated within the planning, implementation and future management of an expanded M4 corridor. This is why we are disappointed by the absence of demand management measures from the proposals and the fact that public transport has apparently been excluded from consideration in the context of the new M4 only to be annexed within the study on the South Wales Metro. For these reasons we would urge Welsh Government to adopt a more joined-up approach by considering public transport and demand management measures in conjunction with the planning and design of any new road capacity.

### 5. Affordability

Our final point relates to the affordability of the M4 scheme, particularly in the context of the likely costs of a South Wales Metro, currently estimated to be in the region of £2billion.

The Council sees the development of the Metro as crucial to the future economic growth and competitiveness of the Cardiff City Region. Whilst there is a real prospect of the Welsh Government gaining new borrowing powers, it is as yet unclear whether any new borrowing facility could extend to the provision of funding for both these major projects. In our view, it would be unacceptable and potentially disastrous for the City Region if the scale and quality of the Metro project had to be reduced in order to make the M4 scheme affordable.

### 6. Commitment to Partnership working

The Council is committed to working with Welsh Government and other key stakeholders on the development of a joined up solution for the M4 corridor and the South Wales Metro project. Officers would welcome the opportunity for early engagement with the Welsh Government team on the next steps for these projects, following the conclusion of this consultation.

## Appendices

Cardiff Council Response to M4 CEM Consultation - July 2012

Draft Plan Consultation Response Form

(Editor's note: see pdf provided separately. Not entered – copy of response to M4 CEM consultation

Organisation: National Grid

Postcode: CV34

***Non fitting comments***

Non-fitting data

Subject: RE: M4 Corridor around Newport - Public Consultation

Please accept my sincere apologies for the delay in sending through this consultation response. I would be grateful if you would consider accepting this response despite its submission outside of the consultation deadline.

If you have any further questions please do not hesitate to contact me.

(editor's note: text from attachment)

M4 Corridor Around Newport - Public Consultation

I refer to the above proposed development. Having reviewed the consultation documents, I would like to make the following comments:

National Grid Infrastructure within or in close proximity to the Proposed Order Limits

National Grid Electricity Transmission

National Grid Transmission has a number of high voltage electricity overhead transmission lines which lie within or in close proximity to the proposed route corridor. These lines form an essential part of the electricity transmission network in England and Wales and include the following:

- 4YX 400kV Cilfynydd - Whitson Overhead Transmission Line ROUTE NAME
- XM 275kV Pyle to XMO Junction Overhead Transmission Line
- SE 66kV Whitson - Llanwern Overhead Transmission Line

The following substation is also located within or in close proximity to the proposed route corridor:

- Imperial Park 400kV Substation
- Whitson 275kV Substation

I enclose plans showing the routes of our overhead lines and the location of our substations within the area shown in the consultation documents.

The following points should be taken into consideration:

- National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset
- Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 - 8 Technical Specification for 'overhead line clearances Issue 3 (2004) available at: [http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl\\_final/appendixIII/appIII-part2](http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/appIII-part2)
- If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.
- Further guidance on development near electricity transmission overhead lines is available here: <http://www.nationalgrid.com/NR/rdonlyres/1E990EE5-D068-4DD6-8C9A-4D0B06A1BA79/31436/Developmentnearoverheadlines1.pdf>

- The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's ([www.hse.gov.uk](http://www.hse.gov.uk)) Guidance Note GS 6 'Avoidance of

Danger from Overhead Electric Lines' and all relevant site staff should make sure that they are both aware of and understand this guidance.

- Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors at the point where the conductors are under their maximum 'sag' or 'swing' conditions. Overhead Line profile drawings should be obtained using the above contact details.

- If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.

- Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or 'pillars of support' of our towers. These foundations extend beyond the base of the tower. Pillar of Support drawings should be obtained using the contact details above.

- Due to the scale, bulk and cost of the transmission equipment required to operate at 275kV or 400kV we only support proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by government.

- To promote the successful development of sites crossed by existing overhead lines, and the creation of well-designed places, National Grid has produced 'A Sense of Place' guidelines, which look at how to create high quality development near overhead lines and offer practical solutions which can assist in avoiding the unnecessary sterilisation of land in the vicinity of high voltage overhead lines.

To view the Development Near Lines Documents. Please use the link below:  
[http://www.nationalgrid.com/uk/LandandDevelopment/SC/devnearohl\\_final/](http://www.nationalgrid.com/uk/LandandDevelopment/SC/devnearohl_final/)

To view the National Grid Policy's for our Sense of Place Document. Please use the link below:  
<http://www.nationalgrid.com/uk/LandandDevelopment/DDC/>

In order to respond effectively to any further stages of consultation please provide the following:

- Shape Files or CAD Files (DWG, DGN or DXF) for the proposed development limits

I hope the above information is useful. If you require any further information please do not hesitate to contact me.

(editor's note: not entered into database - five satellite photos of power line routes, see PDF)

Organisation: Chwarae Teg

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Equality Impact Assessment

Please find attached Chwarae Teg's response to the EIA for the M4 Corridor around Newport Draft Plan.

Chwarae Teg would be happy to assist the Welsh Government in taking forward the actions identified in this response. If further support or information is required please contact myself, or (editor's note: personal details removed) (Policy and Research Lead) on (editor's note: personal details removed).

(editor's note: text from attachment)

Response to Welsh Government consultation:

M4 Corridor around Newport -  
Equality Impact Assessment  
December 2013

Introduction

Chwarae Teg exists to promote, support and develop the role of women in the Welsh economy. We do this by raising awareness of the positive contribution women make to economy and society and sensitising Welsh Government, UK Government and European strategy and policy to the barriers confronting women who wish to fully participate in the labour market.

One of the main areas of focus for Chwarae Teg's work is working environments, modern workplaces, transport equality and sustainability; in addition to gender issues and equal pay.

Our response is detailed below highlighting what we have identified as commendable actions and potential problem points in the consultation document.

Key points

1. We recognise the need to address the transport issue around Newport in order to open up South Wales as an effective and competitive centre for trade, commerce, jobs and services. Women could play a key role in a flexible workforce in a strong economic area; WG is applauded for recognising some of the gender implications of the proposals, however there are some wider issues to be addressed.
2. We welcome the proposals to develop other modes of transport in the area, apart from road. Since women are more likely to use public transport than men; delivering a more efficient and sustainable transport network is pivotal to building a strong and equal workforce in South Wales.
3. We further advise that the WG remain mindful of the fact that construction is a very heavily male-dominated sector. Any economic benefits to the area through construction projects will be significantly more beneficial to males than females and action should be taken to address this through procurement.

General Responses

1. Identifying that the M4 in South Wales plays a key strategic role in connecting South Wales with the rest of Europe, and notably South West Wales to England and mainland Europe is very important to us; with two offices in South West Wales.
2. Seeking to resolve problems with congestion and unreliable journey times will have a positive impact on workers in the area, and allow for more flexible use of time.

3. Chwarae Teg welcomes the aims of the Welsh Government to develop all modes of transport in the Newport area; making it easier and safer for people to access their homes, workplaces and services by walking, cycling, public transport or road.
4. We recognise the economic reasoning for the proposals; delivering a more efficient and sustainable transport network supporting and encouraging long-term prosperity in the region, across Wales, and enabling access to international markets.
5. We support the Welsh Government in identifying the 15 goals; and agree making travel safer, easier and more reliable east-west in South Wales will be a positive step towards supporting workers and building a flexible workforce in South Wales.
6. Improving transport connections within Wales is vital to establishing a stronger economy; but also connections to England, the Republic of Ireland and Europe is vital to exporting Wales as a national brand.
7. We support actions to improve the economic climate in Wales; as congestion on the M4 has been cited by the business community in South Wales as a barrier to economic growth, we understand and appreciate the need to improve transport links.
8. We agree that congestion increases the cost for business, commuters, and consumers and can have an effect on economic performance.
9. Longer journey times for commuters not only have a negative impact on work-life balance, but also reduce job flexibility and the effective travel to work area. Flexibility amongst the workforce is something that Chwarae Teg strongly supports.

#### Gender transport differences

1. Chwarae Teg congratulates WG on recognising the gender differences in transport usage. Women are more likely to use public transport than men ((editor's note: footnote 1) 'Britain on the move' CBS Outdoor, Future Foundation) and are more dependent than men on public transport. ((editor's note: footnote 2) Welsh Consumer Council - People without cars)
2. Since a higher proportion of adult men than adult women have full car driving licences in all age groups ((editor's note: footnote 3) Equal Opportunities Commission - Promoting gender equality in transport) and 83% of males use a car/van to travel to work compared with only 76% of females ((editor's note: footnote 4) Welsh Government (2008). Public Transport Use in Wales, 2005-2006. Statistical Bulletin 29/2008); it is important that the proposed development does not purely focus on road and motoring.
3. Generally speaking, women use transport for different purposes to men. Men are more likely to travel for work purposes than women; while women are more likely to take social and personal business journeys, including escorting children to school.
4. Women are more likely than men to be responsible for childcare; as such, they face specific difficulties associated co-ordinating these responsibilities with work. ((editor's note: footnote 5) DfT - Evidence Base Review on Mobility: Choices and Barriers for Different Social Groups) Ensuring ease of traffic flow at peak times is vital to enabling women to balance both family and work responsibilities

#### Active Travel/Public Transport

1. The final goal, a cultural shift in travel behaviour towards more sustainable choices, is something that Chwarae Teg wholeheartedly supports. Particularly, as research shows that women are more likely to use public transport.
2. Chwarae Teg supports the potential capacity for improved walking and cycling infrastructure as part of complementary measures, which would prove beneficial to women. However, the WG does not lay in place specific plans for this and we would welcome further detail.
3. The focus on improving road travel would in itself not fulfil the WG's intentions to promote a

cultural shift towards public transport and active travel. We believe that investing heavily in road travel is a disincentive for use of public transport which will have a negative impact on the environment.

4. Furthermore, since a lower proportion of adult women hold full car driving licences in all age groups ((editor's note: footnote 6) Equal Opportunities Commission - Promoting gender equality in transport), women will benefit less from the proposed developments. Improved active travel and public transport links could improve accessibility to employment, services and facilities for those women without access to a car.

5. We would like to emphasise that, in order for the complementary measures to benefit the population in the desired manner, particularly women; the public transport links would need to be affordable.

6. The issues of safety and personal security will need to be, as recognised by WG, considered at some depth if the complementary measures are taken forward.

#### Women's employment in the Construction Sector

1. An additional source on inequality with the M4 Corridor draft plan is the exclusion of women from infrastructure investment in terms of employment.

2. Using research by Heriot-Watt University, Edinburgh, we can qualify that the number of females are considerably outweighed by males in the construction sector. The data below shows the numbers of apprenticeship participants by sector and gender, looking specifically at the numbers for construction in Wales. ((editor's note: footnote 7) 'Scotland-focused analysis of statistical data on participation in apprenticeships in four UK countries' (editor's note: personal details removed), Heriot-Watt University, Edinburgh)

3. In Wales, the number of women taking up apprentices in construction were as follows: ((editor's note: footnote 8) Skills Funding Agency (personal correspondence))

(editor's note: not entered into database: table showing number of men and women taking up apprenticeships in construction in Wales between 2008 and 2012)

4. The data shows that women consistently account for less than 2% of those taking up construction apprenticeships in Wales.

5. Chwarae Teg recommends that the WG take this into account, as the suggested benefits to localised employment through the construction works would not impact upon women as much as men. This could be addressed through the procurement process, making sure that contractors are required to take action to increase the representation of women working on this project.

#### Conclusion

In summary, Chwarae Teg supports the move to improve transport infrastructure in South East Wales and believe that women will play an integral role in developing a strong, skilled and flexible workforce in a modern Welsh economy. As we have outlined, women are more likely to use public transport than men. And therefore, it is important that the proposed developments do not purely focus on road and motoring, allowing for active travel and public transport links. Finally, Chwarae Teg advises that the WG addresses gender issues and employment opportunities in construction through the procurement process; ensuring that measures are taken to tackle the under-representation of women in construction.

Chwarae Teg would be happy to assist the Welsh Government in taking forward the actions identified in this response. If further support or information is required please contact:

(editor's note: personal details removed)

Organisation: Associated British Ports  
South Wales

Postcode:

***Non fitting comments***

Non-fitting data

M4 CORRIDOR AROUND NEWPORT - CONSULTATION

Thank you for your email of 20 September and invitation to comment on the Draft Plan Consultation in respect of the subject M4 proposals. We have looked at the available consultation information and pro-forma response form, which we think is not suitable for the response we wish to make, and so are responding by this letter.

We have been in discussion with the Welsh Government and prior to that the Welsh Office Highway Directorate since 1992 and have at various times been asked to comment on a number of possible new motorway routes including what is currently indicated by Black Route which we understand is within the TRILL reserved corridor. Most of these schemes have involved proposed crossings of the dock with various height clearances above the navigable waters of the North and South Docks. We last commented in the summer of 2012 during the public consultation regarding the M4 'Corridor Enhancement Measures'.

Our responses throughout this time have been consistent and remain so. Whilst fully acknowledging the need for a solution to the very apparent problems presented by the M4, Welsh Government should be under no misapprehension that any proposal that looks to the construction of a highway through the Port of Newport - at any height and in any location within the port estate will have a direct and detrimental impact on both the existing business of the Port and its ability to expand that business in the future – to the clear disadvantage of the very economy that your M4 proposals are designed to serve.

Any such proposal will be vigorously opposed by Associated British Ports.

You are well aware that in the period 2008 to 2010, ABP retained a team of consultants to investigate not only the impacts of the proposed routes for the then 'M4 Relief Road' through the docks area including during construction, but also a northerly route which we considered had the potential to present a reasonable compromise in terms of Welsh Government's needs and the operational and business needs of the Port. We made this solution available to the Welsh Government at that time. This work appears to have been ignored.

We fully understand Welsh Government's wish to progress the important improvements needed to reinforce the capacity, resilience and safety of the main M4 route into South Wales and onwards as part of the Trans European Transport Network, which you state is needed to avoid restriction of regional economic development. The fact, however, that your preferred route remains one that crosses the Port at the 'Narrows' at the Southern end of North Dock, and although rather curiously not mentioned in the published consultation, that you intend this to be in the form of a low height bridge above dock water level which would effectively close North Dock to shipping, is somewhat disappointing bearing in mind our earlier representations - which incidentally were put before Welsh Government on an entirely constructive basis.

As we made clear in our responses to previous consultations, the adoption of the Black Route would mean that ABP would be unable to continue to operate its port statutory undertaking, maintaining its existing trade whilst also retaining essential flexibility for future trade - a trade which patently makes a vitally important contribution to the local and regional economies - as illustrated by the 2009 WERU report.

It inevitably follows that if the Black Route is adopted by Welsh Government as its favoured route - and in this context we note that in the 'Assessment of the Black Route' offered in the consultation document, there is surprisingly little reference to the impact of that route on the Port of Newport whilst under the heading of 'Public Acceptability' the statement that the 'acceptability of the new motorway will be tested at public inquiry' does rather, we would suggest, pre-empt the credibility of the consultation exercise in the context of the Purple and Red routes - the fact remains that the

adoption of the Black Route would lead to a drastic reduction in operations at the Port of Newport. Such a reduction in operations would have both a direct and an indirect impact upon the local economy as well as leading to a serious commercial loss to ABP to such an extent that we believe that existing port businesses and associated trade will be displaced to Bristol and Liverpool.

The comments above should not be a surprise to Welsh Government. Over the past years ABP's position with regard to the need to improve M4 connectivity to South Wales has been entirely consistent. Whilst fully acknowledging that improvements are required to the road network around Newport, ABP does not accept that this requires the construction of a motorway across the middle of Newport dock, which is a key part of the local and regional transportation infrastructure and economy.

As has always been the case, we would be willing to participate in discussions with your officers/consultants with a to identifying a solution that meets both Welsh Government's need to enhance the transport access to southern Wales whilst retaining the existing and very real business opportunities presented by the Port of Newport.

(Editor's note: internal correspondence with Arup not entered)

Organisation: CTC Cymru

Postcode:

***Non fitting comments***

Non-fitting data

CTC Cymru is objecting to the Welsh Government's proposal for a new section of the M4 around Newport. Do please make your own objection; or comment on the draft of our objection. Objections have to be submitted by 16 December.

The proposal to construct a new 12 mile section of the M4 south of Newport, from Magor (J23A) to Castleton (J29). It will cost around £1 bn (£400 for every person in Wales), will damage eight SSSIs, will destroy ancient woodland, will threaten four protected species and will require a massive new bridge over the Usk.

Clearly there is congestion on the M4 around Newport at certain times, but much of this is created by local traffic, which could be readily transferred onto public transport and to walking and cycling. The government has already commissioned a report on proposals for a South Wales Metro creating more rail links and many more stations, the electrification of the South Wales main line railway is proceeding and the government has just passed its Active Travel Act which requires local authorities to create linked cycle and walking routes.

Despite all this, the government is proposing a new motorway (the Black route) to be funded via its new borrowing powers. They are also consulting on two other options, the Purple route and Red route; these are very similar to the Black route, but are to a lower standard and cost slightly less. Prof Stuart Cole, University of Glamorgan, an expert on sustainable transport is opposed to the proposal and is promoting an alternative road scheme, the Blue Route. This would upgrade existing roads i.e. the road from Magor past Llanwern Steelworks, the Newport Southern Distributor road and the existing A48 from Newport to Castleton. This would cost £380m, would not require a new bridge, would have much less impact on the SSSIs and would be quicker to construct. Cole's case is that traffic growth has levelled off, the planned improvements in public transport will continue to remove road traffic, and so there is no need for a new £1 bn motorway.

Objectors include the Woodland Trust, the Campaign for Better Transport, Wildlife Trusts Wales, RSPB Cymru, Friends of the Earth Cymru, South East Wales Transport Alliance, and the Federation of Small Businesses.

Below are some relevant links:

The Welsh Gov't's Consultation site  
<https://m4newport-en.dialoguebydesign.net/>

Guidance on completing the consultation form from the Campaign Against the Levels Motorway (CALM)  
<http://savethelevels.org.uk/pdfs/consultation-guidance.pdf>

Stuart Cole's case against the Black route and for the Blue Route  
<http://www.senedd.assemblywales.org/documents/s21261/Paper%202.pdf>

Information about the South Wales Metro  
[http://www.mgbarrvconsulting.com/iwa\\_metroreport.pdf](http://www.mgbarrvconsulting.com/iwa_metroreport.pdf)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: NP44

***Non fitting comments***

Non-fitting data

Having read your literature, and seen some of the media coverage, relating to the proposed routes for a new M4 south of Newport, I have come to the following, cynical armchair planner's, conclusion:

If Cardiff is to continue to prosper, then Newport and/or the Gwent Levels will have to be sacrificed. After that, it's just a question of deciding whether people are more, or less, important than landscape.

I offer the following, over-exaggerated, commentary:

1) The Black route, is going to 'destroy' the Gwent Levels but might just save the economy of South Wales (i.e. Cardiff). Good for people.

2) The Purple route, is going to 'destroy' the lifestyle of those living close to the route, whilst 'destroying' slightly less of the Gwent Levels, but might just save the economy of South Wales (i.e. Cardiff). Good for people in Cardiff, not for those in Newport.

3) The Red route will 'impact' the lifestyle of those living close to the route but will achieve nothing constructive (except when the Brynglass tunnels are on fire). No-one (unless forced) is going to use it in preference to the M4 for East-West round Newport, and precious few people in Newport, who currently use the M4 to get across town, will find it any more convenient. No use to man nor beast.

4) The 'Do Nothing' option will see the economy continue to collapse, possibly even accelerating it once businesses realise that the Welsh Assembly have given up trying. I can't imagine Cardiff liking this solution. Great for landscape; with the economy in ruins the whole of South Wales will eventually revert to rain forest..

5) Prof. Coles' Blue route appears to be predicated on the fact that if you spend long enough digging up the Southern Distributor Road, the consequential chaos will force everyone onto some mythical upgraded rail network. Having commuted through the 'creation' of the SDR I can't imagine anyone would want to go through that again. As with the Red route, it might take some local traffic off the M4, but not much, and not until it's finished (though Prof Coles seems to think people will be flocking to use each section as soon as the tarmac has cooled). Great for landscape; with the economy in ruins the whole of South Wales will eventually revert to rain forest.. maybe even faster than with the Red route.

6) I am slightly surprised that there has been no discussion of a 'Glasgow' solution. Just drive a new high spec, motorway straight through the middle of town. With careful routing it should be possible to take out both John Frost Square and much of Commercial Street at the same time, thus solving two of the major problems facing Newport council, effectively for free. A few of the less salubrious residential neighbourhoods could be 'cleared' as part of the same process. It seems brutal on paper but, 30 or 40 years from now, Newport might also become a UK City of Culture. If the conservation lobby elects to oppose the Black Route, then they must (secretly) favour this approach. Great for landscape and great for Cardiff.

Since the ultimate decision will be taken in Cardiff, for whom the Black route is the obvious choice, any time spent arguing about the others is clearly wasted.

For myself, living in Cwmbran, I don't imagine that I shall ever put a wheel on any of these routes (except perhaps for Blue if I really can't avoid it) even if I live long enough to see it completed. To be honest, I don't think I have ever had occasion to drive directly between J23 and J28 since moving to Wales 11 years ago. My daily commute will continue on the downgraded old route simply because there is no sane alternative. So, whatever you do, please just minimise disruption during the downgrade phase and during the creation of the new junctions at Magor and Castleton. [Lane closures at Magor will be just as bad for traffic flows as the Brynglass Tunnels are today, if not worse].



Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

Organisation:

Postcode: NP16

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this black route and its complementary measures. The black route will mainly benefit those coming from far away and travelling way beyond Newport and Cardiff. It is well known that building more motorways only encourages more car and lorry use.

If money is available, it should be spent for the local population of Monmouthshire and Newport, preferably on public transport schemes that would benefit all local people.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments on Question 1 also apply to Question 2, so I object to the red route scheme. Money should be spent on improving intersections with existing distributor road and public transport schemes where 1 billion pounds could be utilised more usefully.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Again, I object to such an expensive scheme, the same money, if available, should be used to extend public transport such as rail, bus and tram schemes and so benefit all local people.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum scenario' should mean getting the greatest value for money and benefiting the greatest number of local people in South Wales. Spending £1 billion pounds to primarily benefit lorry users travelling from Europe to Ireland is plainly nonsensical.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All three routes, black, red and people are likely to cause unacceptable damage to wildlife and the surrounding fragile and sensitive environment of the Gwent Levels.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

On the Gwent Levels in particular, the recent improvements in wildlife habitats over the past 10 to 20 years could be detrimentally affected by the black, red and purple schemes, causing drainage changes, pollution of the reens and atmospheric pollution.

**Q8. Equality Impact Assessment**

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

Greater equality in the local population would be achieved by larger improvements to the public transport structure around Newport. Encouragement to use more public transport that is convenient would lead to a healthier population and lower costs for the National Health Service.

**Q9. Additional comments**

Please provide any additional comments here.

If money is available from the National Government it should be used to benefit every part of the population by supporting the following alternative schemes on page 7.

(editor's note: text from additional page)

9. Additional Comments.

a) Improvements to bus, tram and rail services.

b) Construction of additional railway stations, e.g. Magor

c) Upgrading of A48/distributor road.

d) Construction and completion of South East Wales Metro

e) No consideration has been given to improving roads north of Newport to motorway standards, where foreign drivers can fall asleep and not cause such disruptive accidents to the local population of South East Wales.

f) No mention has been made of installing on the M4 a 'state of the art' tidal flow system for traffic which has proved so successful on the M25 motorway around London.

Organisation:

Postcode: NP18

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route cuts through the Newport Wetlands which are SSSI's and we will lose a lot of wildlife habitat and the birds and animals will have no where to go and will die out. I strongly object to this proposed route when there is a suitable alternative which avoids the wetlands.

I don't actually think this road will affect the congestion - it will just move it to a different location at the junctions so won't achieve anything.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route again will cut through the Newport wetlands where we have a number of threatened wildlife species and the areas have been made SSSI for a reason, ie to protect habitat so the road should avoid this area completely. An alternative has been put forward - please consider this.

I don't think this route would achieve much relief of the M4.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route cuts through the wetlands and carves up the areas which have been made SSSI therefore the reasons for the area being SSSI must be considered and the habitat not be destroyed. An alternative should be considered. However I don't think a road of this nature and situation would actually help with the relief of M4 traffic as the traffic would just mount up in other places and junctions.

**Q9. Additional comments**

Please provide any additional comments here.

The impact on wildlife habitat and leisure amenity by cutting through the wetlands which is SSSI would be devastating as species of animal and birds would disappear. Once a road like this is built it would expand into industrial/retail sites along the route, Newport is so fortunate to have this wonderful area and where schoolchildren and teenagers and adults can go and enjoy the nature available on this area. I strongly object to this being carved up and spoiled when there could be an alternative route.

Newport is like a ghost city and may benefit from a road going much nearer the town itself. I think it may well be better to enhance the existing distributor road. This would cost far less money (which is extremely important in these times) and would seem far more sensible as it would give better access to Newport itself.

The cost of the proposed road is just ridiculous and I can't see how this can be justified when there are much cheaper alternatives.

Organisation:

Postcode: CF33

***Non fitting comments***

Non-fitting data

I wish to submit my objections to the M4 Gwent Levels project with reference to all the environmental and historical designations applying to the landscape and land of the area.

Organisation:

Postcode: LL57

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object because of the damage and impact it would have on wildlife.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this due to the damage to wildlife this would cause.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object because of the damage to wildlife this would cause.

**Q9. Additional comments**

Please provide any additional comments here.

I disagree with the need for money to be spent for this as it will make pollution and add to global warming - the planet needs less roads not more unnecessary ones. It will have an adverse effect on nature and wildlife and as an artist I feel strongly that people and the environment should come before profit and economic driven incentives that benefit only a few individuals. I would far prefer to see effort to improve the habitat of rare birds or more sustainable travel options to be available to the public with proper bus routes left rather than the cuts that even the public bus services are now being asked to implement.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This has got to be built soon

Traffic is constantly backing up from Brynglas tunnels to Macor on Fridays and weekday nights. This puts people off coming on holidays, and slows down commerce into Wales. We also bypass Tredegar park round about which is another bottle neck, on the A48 onto M4.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route will pass too close to Duffryn area which has a high volume of people near by and a large school.

On the plus side the M48-B4245 link near Caldicot would help alleviate the B4245 road when the old Severn bridge is closed (high winds, ice on cables etc)

Cars use this road to get to the new bridge at Macor, when old Severn Bridge is closed, coming from Chepstow & Portskewett

They would join at Caldicot, save going through Rogiet & Undy

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route is still further into Newport and close to transporter bridge.

A more built up area where there are substantial amounts of housing being built.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This will only stack up problems for the future when more money will have to be spent on further improvements.

#### ***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

M48 - B4245 access would increase use of train services at Severn tunnel junction to Bristol or Gloucester and beyond and into Newport, Cardiff & West Wales

This station S.T.J has grown by over 50% in the last five years. This link road would make more use of the M48 from Magor and from Chepstow

#### ***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The new plan and whatever system is used is bound to cause disruption, but to move forward we must improve our road and rail network, we cannot stand still otherwise Wales will lose out. I live at Rogiet, we have a railway the M4 and the M48 close by, but they do not bother us a lot because the traffic is always moving.

#### ***Non fitting comments***

Non-fitting data

In the short term access from the B4245 onto M48 between Caldicot and Rogiet could increase the use of train services at Sererm Tunnel Junction this taking more car journeys off the road

Organisation:

Postcode: SA2

***Non fitting comments***

Non-fitting data

(Editors Note: Text from letter)

I enclose a copy of the RSPB campaign opposing the plans for a new motorway on the Gwent Levels.

As a regular user of the M4, I have on occasion been delayed due to traffic congestion at Newport. This I gladly accept if it helps to preserve the SSSIs on the Gwent Levels.

Please think again. Unlike motor cars our wildlife is in decline as we gradually encroach upon their natural habitats.

(Editors note: See PDF provided separately. Not entered into database - leaflet from RSPB)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: RE: M4 Corridor around Newport Public Consultation

I have completed the online response and thank you for the information and link.

(Editor's note: text from previous email)

Subject: Re: M4 Corridor around Newport - Public Consultation

I really hope that a decision which suits all can be found in good time as this is an issue that has been hanging in the air for far too long now. As a user of the M4 on a daily basis it is very obvious that the congestion is a massive issue, and that one minor bump can add up to many hours being put on a journey. I genuinely hope that should there be a green light to go, that any affected residents are involved in all the stages of the works.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Fw: All the endless talking and consultations.

I have nothing more to add, as I am totally disgusted at the lack of progress on this project, (so much waffling ).!

Whatever you do, - do not 'reclassify' anything. If you must give it a name, call the routes M4A, and M4B, KISS, - (Keep It Simple Stupid).

(Editor's note: text from email)

Subject: All the endless talking and consultations.

When is all this endless discussion and meetings going to end ?

You have known what the route is going to be, - a couple of years ago, - there is no alternative!

In Newport, - everything is 'vision', (we hear about it all the time ), - vision, - and 'No Action'.

Successive Labour Councils in Newport, - have ruined the place, and now nobody wants to come here !.

(There was no need to move the Passport Office, - and now people can't find it!)

People can't find Marks & Spencer now, - are there buses going there ? (I have not been to it, since it was moved!)

So when are the contracts going to be sent out ,on this project ? Are they drawn up yet?

And, before we get bogged down with environmental issues, - forget the ducks and the wading birds, - people are more important, (one fatal car-crash is worth more than a few ducks!) The birds will fly somewhere else.

I know money is tight, - but at least start off with what you've got. (All the councillors expenses will make a start).

Once started, - people (and firms), will take an interest, - so for heavens sake, start doing something, - action is the keyword!

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Relief Road

Could I urge you, as one of my local AMs, to reject any proposal for the development of an M4 relief road near Newport.

Firstly, I am a Newport resident and a daily commuter on the M4.

I am therefore experienced enough to say that most of the delays to my commute are caused through trying to get access to the M4 through the congested junctions.

These junctions have become more congested because of the development of large-sale housing estates near them.

Hold-ups on the M4 are often caused by incidents caused by bad and dangerous driving, and an effective use of the variable speed limit system would combat this more than extra 'capacity'.

Think about this logically, most of the commuters within Newport using the M4 will still have to go through the same congested junctions and on to the same road. The relief road is nothing more than a Newport by-pass to serve non-Newport residents.

The expense will be colossal, and although designated as 'capital' funding, met by 'borrowing', the fact is that the WAG will still have to meet the repayments and this will take vast sums away from other vital services.

I am also very concerned about the loss of wild-life habitats. There must be a time when we say enough is enough. I would not want to hear anything from the Assembly about 'sustainability' if this project goes ahead quite frankly.

Organisation:

Postcode: LL46

***Non fitting comments***

Non-fitting data

(Editor's note: text from a letter)

Re: Plan for New Motorway Through Gwent Levels

I am opposed to the above for the following reasons:

1. The Levels is an area of great importance to wildlife; there are no less than five Sites of Special Scientific Importance within the Levels. The road would cause irreversible damage to wildlife.
2. The cost would be very high and the traffic modelling is based on out of date data and assumptions and The Welsh Government's own figures show that M4 traffic volumes have stabilised after a fall in 2007.

I suggest that the Government look for sustainable alternatives.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

[Editor's note: text from email]

Subject: Gwent levels

I strongly oppose this new motorway plans across SSSI on the gwent levels. Please rethink these proposals and act for the enviroment for the struggling wildlife and people of Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Fw: The M4 bottleneck

As a committee member of Newport Civic Society, I am sending you this copy of an e-mail I have sent to (Editor's note: personal details removed, an officer of the Ruperra Conservation Trust), which may be of interest to you. She objects to the proposed M4 Relief Motorway plans whilst members of our Society we have contacted are fully in support of them.

(Editor's note: text from email)

Subject: The M4 bottleneck

The plan to improve the Newport section of the M4 is being promoted by the Welsh Government because of the requirement placed on it to maintain and improve the country's motorway infrastructure, on which we all depend so much to ensure our material well-being. It is not designed particularly to ease Newport's traffic and air pollution problems only, but to help Cardiff, Swansea and the valley townships which rely on the M4. Most of the goods you buy in the Cardiff shops have been carried through the motorway bottleneck at the entrance into South Wales. It is vital that this runs smoothly. We need the roads to give businesses, the shops and factories door-to-door delivery facilities. Long gone are the days when we managed with the railways and the horse and cart to meet these demands.

With the exception of the environmental lobbies, all interested parties in the Newport/Cardiff region agree that a new section of the M4 built along the southern edge of our city will provide the best long-term solution to deal with its weakest link. The present M4 has many unsatisfactory features which make it sub-standard - too many intersections, too many gradients and the tunnels bottleneck, and further tinkering with it will not do much to help. Possible improvements to the SDR have already been considered and ruled out as being able to offer a useful solution.

The surveyors have used great ingenuity to minimise damage to the Gwent Levels which will surrender only 1.5% of its area for the motorway build. A small price to pay for the advantages a Relief M4 will certainly provide for the economy of South Wales, a region of the UK which needs all the help it can get if it is to match the improvements now under way in England as we emerge from the severe depression years.

If you want to restrict private car ownership, there are various ways in which you could do that, e.g. by making it much more costly. but I can't see any politician raising his head above the parapet proclaiming that one as a slogan!

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

I would like to express my concerns over the proposed route of the M4.

I am a frequent visitor to Holland and a number of Dutch regularly visit South Wales. We cannot understand why the Welsh Government does not adopt methods used in most other countries with similar geographical features. In Holland such a motorway scheme would not take place. They would run the motorway along the sea wall which in itself would have three principal advantages.

1. The road could start between the existing tolls and the point where the M4 comes into Wales. This would mean most traffic would take this new route leaving the existing M4 for traffic going to Newport and points nearby. It could, in the future, be extended to travel along the south of Cardiff serving the Bay and onto West Wales.
2. This would allow the sea wall to become strengthen thereby reducing future flooding with the forcasted increases in tidal levels.
3. Wild life in the levels area would not be decimated. The tidal area also would remain as an important feeding ground for mainly birds I do trust that you will give this matter some consideration as we do need somebody within the Welsh Government to look to the future rather than a short term measure. I would gladly come to your offices to explain my proposals in more detail. I shall be out of the country from 17 November until 4 December.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I believe that the Black Route will address the congestion issues and achieve the desired goals of the M4 corridor around Newport.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that the Red Route provides a reasonable solution as its route through Newport would result in significant disruption during construction and the dual carriageway solution would not provide sufficient traffic flow relief at peak times. Also the route has impacts on residential areas.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that the Purple Route provides a reasonable solution due to its route which would cause significant disruption during its construction phase and affect residential areas and further development sites.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not think that the Do Minimum scenario is acceptable as it will not deal with the current inability to keep traffic moving or future requirements. The valuable speed limit systems are currently ineffective as they cause traffic to slow down when not necessary.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

I believe this to be an appropriate assessment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I believe this to be an appropriate assessment.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
No issues.

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No issues.

**Q9. Additional comments**

Please provide any additional comments here.

I believe that the Black Route option will significantly improve travel times and deliver benefits to business and individuals alike. I do not believe that it will have a significant impact on the environment including habitats and diversity. It will also have least disruption during its construction phase.

Organisation:

Postcode: LL23

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

(Editor's note: translation from Welsh)

Whatever you do, choose the option that destroys as little of the habitats of national and international importance (e.g. Section 42 Natural Environment and Rural Communities Act 2006, SSSI, and SCA). How about upgrading the existing road as far as you can without creating a new corridor?!! The wildlife and habitats in the area are a part of all our heritage as residents of Wales.

**Non fitting comments**

Non-fitting data

(Editor's note: text from attachment)

Purpose

To respond to the consultation and give ICE Wales Cymru's position in respect of current Welsh Government proposals in relation to the M4 in South east Wales, the process to date, and to consider if the proposals have effectively balanced economic and environmental needs and interests.

M4 Corridor Around Newport (i.e. M4 Relief Road / New M4 Project)

1 Background

1.1 There are recognised capacity and resilience problems on the M4 around Newport. Journey times are unreliable and congestion occurs, particularly during peak travel times. ICE Wales Cymru has called for improvements for many years. (1)

2 Issues

2.1 The Brynglas Tunnels have capacity restrictions and a history of problems relating to a number of fires and incidents in the twin bore, two-lane east and west bound tunnels. Major disruption to the highway network occurs when these happen that can and does spread rapidly across the region.

2.2 In order to make the best of the available highway network, a managed motorway scheme has been implemented that has been in operation for a relatively short while. This, however, will not resolve the issues in the medium to long term.

2.3 In addition an excess number of closely spaced junctions coupled with poor alignment (both horizontal and vertical) on the existing M4 conspire to lead to inefficient vehicle operation and an above average accident record for a highway of that character. Effectively the M4 in this location acts as the Newport Northern By-Pass (as it was conceived originally) and not as a strategic motorway.

2.4 ICE Wales Cymru recognises that considerable amount of preplanning and design already carried out to seek solutions to the problem of motorway congestion and unreliable journey times which have become increasingly worse during the period of the studies and investigations.

2.5 The morning and evening peak periods are lengthening such that they will eventually merge. The peak travel conditions may occur from 6am to 8pm in time.

2.6 This situation causes a great deal of concern because of the highway's fragile nature - a simple incident could have a considerable effect and cause considerable consequential delays.

3 Solution

3.1 ICE Wales Cymru considers that there is a proven need for the provision of a new motorway to alleviate the problems and resolve the issues.

3.2 ICE Wales Cymru considers that the proposed M4 is a key piece of the highway infrastructure and the provision will provide major benefits to the economy of South Wales. With a proven multiplier effect (1 [2]) of at least 2.84 for investment in infrastructure, the construction of the new motorway will reap both medium and long term benefits to the area. As the M4 links to and serves mid and west Wales, the benefits provided and economic growth will be felt across much of Wales.

3.3 Having considered the consultation, ICE Wales Cymru believes that the Black route - to the south of Newport will provide the optimum solution to the problems. This has been supported by ICE Wales Cymru in the past and it is considered to strike a balance between the sometimes differing needs / objectives of transport infrastructure, business needs, economic regeneration, the needs of the travelling public and not least, the environmental aspects.

3.4 In consideration of the sustainability issues, ICE Wales Cymru believes that the correct balance is struck between the environmental, financial and social aspects. Whilst the Black route traverses SSSI designated land, suitable and proportionate measures are proposed as part of the overall package. ICE Wales Cymru considers that it may be possible for the project to include further environmental measures that could even enhance the SSSI areas, i.e. instead of a detrimental effect, the project could have net positive benefits by enlarging the area of the SSSI.

3.5 Considering the air quality issues, there is a current problem on the existing motorway as evidenced by Air Quality Management Areas. The Welsh Government is already required to address this matter. It is considered that the Black route proposed will alleviate much of the ongoing problem by enabling existing and future traffic to operate more efficiently.

3.6 If the Black route is implemented, there will be considerable opportunities to enhance the local travel modes of transport along the route of the existing M4. ICE Wales Cymru believes that these measures should be investigated for implementation as part of the overall project.

#### 4 Funding

4.1 ICE Wales Cymru recognises that funding of the motorway will require the provision of borrowing power for the Welsh Government. ICE Wales Cymru strongly believes that this should not be a deterrent to the enabling or provision of the required motorway.

#### 5 Conclusion

5.1 There is an established link between the condition of the Infrastructure and the economy of Wales and continued investment and improvements to the transport infrastructure of Wales will assist in economic growth of Wales.

5.2 The construction of the new motorway will bring additional benefits of jobs to Wales on the planning, design, construction and maintenance of the motorway as well as stimulating additional jobs across Wales. The current conditions are hindering development.

5.3 ICE Wales Cymru strongly supports the provision of a new motorway to the south of Newport.

5.4 ICE Wales Cymru considers that the Black route offers the optimum solution.

(Editor's note: Footnotes)

(1) Institution of Civil Engineers Wales Cymru (2013) State of the Nation: Transport Briefing, p1; Institution of Civil Engineers Wales Cymru (2013) State of the Nation: Infrastructure 2010 Briefing, p3; Institution of Civil Engineers Wales Cymru (2013) State of the Nation: Defending Critical Infrastructure Briefing, p1:)

(1 [2]) UK Contractors Group / LEK Consulting (2012) Construction in the UK Economy, The Benefits of Investment, p10.)

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: Re: M4 Corridor Enhancement Measures - Notification

I don't feel the consultation exercise is adequate without detailed maps of the proposed possible routes - done to large scale, as used in planning applications. I think 1:10,000 scale appropriate I note a central 'for' argument in relation to the effect on bio-diversity is that the SSI locations are mostly 'already developed or ear-marked' for development. However I'd like to see evidence of that by reference to identifiable fields/plots/addresses on the ground. I appreciate there may be an enhanced blight effect of showing the motorway as being possibly routed through (Editor's note: personal details removed) back garden but it is absolutely vital to know every square foot, tree and pond that might be affected by any of the 'chosen routes'. Otherwise, how do we have a meaningful dialogue?

Organisation: St Modwen Properties  
PLC

Postcode: BS11

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Comments on M4 Corridor, Newport

I wish to express St. Modwen's support to the proposal for the M4 Relief Road to the South of Newport. The initiative has the potential to release significant economic potential by reducing congestion and avoiding bottlenecks around Newport. Like many nationally significant projects, there may be some environmental impact, but this can be managed as the paper makes clear. The paper also balances these affects and concludes that important environmental gains will be triggered as well as the obvious and compelling economic and social benefits.

The selected routes also make sense - and the emphasis on steering these away from areas of housing is welcome. St Modwen is the master developer behind the Glan Llyn scheme which sees a new 4000 home new neighbourhood and new business park transform the heavy end of the former Llanwern steelworks. The routes chosen reflect the need to protect this very important project (which has planning permission and which is now being developed) and this protection needs to feature in any decision or assessment of alternatives. The routes should also help to improve the profile of the business park - especially if a strategy is pursued which sees two new junctions (one on either side of the Usk).

The document makes some references to the Steelworks Access Road - which is now open to through traffic as the A4810 (Queensway). The road has an important local function already and should not be considered as an alternative to the M4. For the reasons outlined above the new motorway needs to be on a new route both to achieve its objectives and to avoid any unintended effects on very important regeneration projects which are already underway.

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(Editor's note: text from email)

Subject: CBI M4 consultation response

Please find attached the CBI's response to the M4 relief road consultation. Please could you reply to confirm receipt?

(Editor's note: text from attachment)

M4 Relief Road

CBI Wales Response

In the global race for jobs, modern and resilient road infrastructure is an essential part of a nation's ability to survive and thrive. The future of the Welsh economy depends on Wales maintaining reliable road connections with our key markets. With 90% of all freight movement made by road, the M4 forms a vital part of the Trans-European Transport Network, connecting Welsh businesses and commuters with the rest of the world. Now heavily congested, the construction of an M4 relief road would provide Wales with an opportunity to not only increase capacity on a critical road network but to make Wales the best place to do business

Introduction

CBI Wales welcomes this opportunity to respond to the committee review on plans for an M4 relief road. The CBI is the UK's leading business organisation, representing some 240,000 businesses that together employ about a third of the private sector workforce. In Wales we represent the country's biggest employers, including 75% of anchor companies and a range of growth SMEs. The CBI is the main business organisation working with the Welsh Government to deliver a more competitive business environment.

For the private sector to drive economic recovery in the wake of a global recession and a shrinking public sector, Wales must be an attractive place to build a business and create jobs. All government policies must be measured against their capacity to generate and support private sector growth.

Transport drives the economy forward

Modern, sustainable and reliable transport infrastructure is an essential part of a competitive economy in the twenty first century. Businesses- small and large- need modern roads, rail, and air links in order to support their global activities. Companies are increasingly making investment decisions based on a nation's ability to offer modern, attractive and efficient infrastructure that connect them to major markets and a wide labour pool.

Both existing and prospective investors view infrastructure as a vital part of a country's competitiveness. According to the World Bank's global Ease of doing business ranking for 2012, the importance of investments in infrastructure- ports, roads, telecommunications- are seen as vital ingredients of private sector growth. This corroborates the CBI's 2013 Infrastructure Survey which revealed that 98% of firms reported that the quality of transport infrastructure had a significant impact on their future investment decisions. Despite these factors, the quality and reliability of the UK road network remains at 48 out of 148 countries according to the World Economic Forum's Global Competitiveness Report.

Based on this context, it is simply not in the long-term interests of Wales or its economy to avoid the hard decisions required to make the M4 relief road a reality.

## Roads remain the backbone of trade

Efficient roads remain a constant priority for businesses across the whole of the UK. Day in day out, 24 hours a day, our nation's roads provide the backbone for trade, helping to attract inward investment and support private sector growth. Every day, our roads facilitate the movement of goods and commuters and connect businesses with their employees, customers and suppliers. While modal shifting is a key priority, we need to accept the key role our roads play in our nation's economic growth. The priority remains connecting Wales with its key markets, as a result, that means prioritising east-west road links in north and south Wales.

For business to drive a growing economy in Wales, an essential component is a reliable, efficient road system with capacity within Wales and excellent connections to key markets overseas and elsewhere in the UK and Europe.

Given the continued role roads play in our economy, efficient and resilient roads remain a constant priority for business across the UK. It is critical that the infrastructure is in place to underpin business efficiency and competitiveness. Delays cost time and money and impact a place's reputation as a business location. Efficient transport links are a critical factor in investment decisions and underpin international perceptions of Wales as a place to invest.

Any government transport strategy should recognise that until the global economics and attractions of other modes of transport change significantly, roads will remain the dominant form of transport for most people and goods. For most businesses it is road transport that is by far the most important- both in supporting industrial areas and developing viable economies in rural areas. Investment in the M4 should be made accordingly and should incorporate measures to raise awareness of the alternative transport choices available for individuals and businesses.

## Strategic importance of the M4

The cancellation of plans for the new M4 Relief Road in 2009 led many in business to question the ability of devolution to deliver major economic infrastructure projects. Some four years later, there is no question that the CBI considers the delivery of the M4 Relief Road the most important infrastructure project in Wales.

Of the options available, we believe the black route, within the Welsh Government's consultation, would make the most significant difference to economic prospects and secure a road fit for the future.

The Eddington Review rightly identified the lack of inter-urban corridors connecting urban areas and international gateways in the UK. The M4 is a clear example where the unreliability of the transport network is adding costs to business, threatening productivity and innovation in the freight and logistics industries and both inter-regional and international trade. From a passenger perspective the M4 connects urban areas with each other and with international airports; and from a freight perspective it connects ports with distribution hubs and hubs with their eventual markets.

The M4 motorway clearly plays a key role within the Welsh economy; current growths as well as our future economic prospects are closely tied with the health, capacity and reliability of this stretch of road.

## Impact of the do minimum option

According to the Welsh Government's consultation, the 'do minimum' option will lead to traffic congestion being severe on most links by 2020 and by 2035 the motorway around Newport will be heavily congested, with all sections between J23A and 29 experiencing flows above 100% capacity during weekday peak periods. At some point, a long-term solution for the bottleneck of the Brynglas tunnels will need to be found.

The Eddington Review predicted a 30% growth in congestion by 2025. If left unchecked the cost to the UK economy was predicted at c£22 billion a year by 2025 and would in addition increase business costs by c£10 billion a year.

Faced with a slowly recovering economy, the need to invest in infrastructure that delivers an

economic dividend should be a government priority. Its role in underpinning and enabling competitiveness is well established. As the UK Department for Transport states 'our economic competitiveness and national productivity are dependent on the ability of our transport network to accommodate the trips we need to make- as individuals, and for business purposes.' The fact that the OBR highlights the greater economic impact of capital spend, over revenue, strengthens the case for prioritising this type of investment.

M4: the need for investment and renewal

The motorway around Newport does not conform to today's motorway standards. Designed around the footprint of the March 1945 commission, the history of the M4 around Newport has been largely one of remedial piecemeal improvements that have not delivered a long- lasting solution.

First opened in 1967 as a dual 2-lane motorway bypass, this stretch of road utilised the first ever motorway tunnels in the UK, the Brynglas tunnels, which remain in use today.

The road was designed and constructed to the geometric standards of the day and for much lower traffic flows than are currently experienced. As the New M4 Project Outline Business Case states, the widening that took place in the 1980s as a short-term measure to ease congestion led to a breach in design standards and a mandatory 50mph limit was imposed on parts of the road.

The road lacks continuous hard shoulders, has closely spaced junctions with sub-standard slip road visibility and narrows to a restricted two lane section through the Brynglas Tunnels. Heavy congestion occurs along this stretch and either side of it at peak hours, leading to stop- start conditions that causes unreliable journey times and increased vehicle emissions.

The recent spate of incidents along this stretch of road point to the pressure the network is already under. Accidents that lead to severe disruption and delay along the main motorway route to South Wales significantly impact the economy in the short-term and through a loss of confidence in the region's competitiveness, in the long-term.

The Welsh Government forecasts 'major maintenance work' being required in the next 5-10 years which could cause significant disruption as maintenance is required on the Brynglas Tunnels to ensure compliance with minimum EU safety standards (EU Directive 2004/54/EC).

The impact of the economic downturn and local roadwork have had a short-term impact on reported traffic flows data, however the long-term trend will inevitably lead to increase in use of the network as the economy continues to recover and local development plans- covering commercial and residential developments- are implemented.

The Department for Transport's Action for Roads report: a network for the 21st century, published in July 2013 stated the following about the M4 around Newport: 'Even under our lowest growth forecasts we would expect traffic growth to cause major increases in congestion, greater delays and more unpredictable journeys. Without action, growing demand will place unsustainable pressure on our roads, constraining the economy, limiting our personal mobility and forcing us to spend more time stuck in traffic. This will mean more pollution and more frustration for motorists'.

Studies have shown that major investment in new or improved public transport services, whilst providing benefits in terms of general accessibility/ modal shift, would have only minimal impact with respect to reducing traffic on the M4. Generally, investment in public transport measures is more likely to be aimed at achieving wider benefits than relieving motorway traffic.

As a consequence, when public transport usage is significantly increased as a result of the Metro, South Wales Mainline and the Valley Lines rail electrification, this would still insufficiently decrease traffic flows on the M4 around Newport.

Given that current road use is already causing operational problems and the considerable time it takes to complete a complex motorway project, it is of fundamental importance that action is taken as soon as possible to design, commission and build a relief road.

Growth opportunities

Businesses and commuters will clearly benefit from a reliable, dependable M4 relief road where travel times and congestion are minimised. However, unlike other types of infrastructure, roads are a form of economic infrastructure; as a result they deliver a service that can facilitate wider economic growth.

If approached in the right way, consulting with communities and businesses, a plan can be put together to deliver an M4 relief road project that delivers a range of benefits.

Benefits of the M4 Relief Road project:

- A necessary strategic gateway to the rest of the UK and Europe
- Increase accessibility and sustainability
- Facilitate higher productivity and increased employment opportunities
- Improve perceptions of Wales as a place to do business
- Compliment other projects such as the electrification of the rail network and the South Wales metro concept

The Department for the Economy and Transport's New M4 Project: Outline Business Case in 2009 used an established framework to estimate the wider economic benefits of an M4 relief road. Looking at agglomeration economies, increased output and increased labour supply it was able to identify an economic benefit to the wider economy of c£695m (present value) for the 60 year appraisal period.

An LE Wales report for the Welsh Government entitled Economic Impact of large-scale investment in physical and intellectual infrastructure identified that the right approach to road infrastructure can pack an economic punch. For example, a study of the Severn Bridge found the project 'attracted between 9,000 and 12,000 jobs in firms not previously located in the region'.

The CBI recommends that the Welsh Government work with businesses and local authorities to identify ancillary developments that may be needed to maximise the local benefits to the region's economy.

The final design of the relief road must add to our nation's growth potential. The Welsh Government must work with key economic interests to ensure there is broad support for the road. Indeed, the government must ensure the final design for the motorway does not significantly impede the operation of Newport Docks. CBI recommends the Welsh Government work closely with the dock's operators to find an acceptable way forward.

A strategic approach to infrastructure

As we stated in our response to the Welsh Government's consultation on a Welsh Infrastructure Investment Plan (WIIP), the Welsh Government must ensure it puts the policy framework in place to support the prioritisation and delivery of a range of nationally significant infrastructure, for the long-term.

The M4 relief road is one example of a project which has a 'more than local' dimension, due to the potential to significantly boost economic growth right across South Wales. As a result, the WIIP must ensure these projects are prioritised at every stage of the WIIP policy making process.

In order for key national economic infrastructure to be delivered effectively, a plan needs to be in place to enable priorities to be agreed, funding to be found and planning consent granted.

We support the Welsh Government's creation of a ten year pipeline of projects. This should provide the critical mass needed as well as give all parties (business, government, consumer) a timeframe to plan for/around.

The collation of most government infrastructure under one plan will create tensions when projects need to be prioritised. While we support the government's aim of enabling private sector-led infrastructure, it is not without its challenges.

We note the different approach taken by the UK government which has kept social and economic infrastructure separate in their infrastructure plan. The CBI supports this approach and we continue to recommend it to the Welsh Government.

Under the Welsh Government's current proposals, roads will compete alongside hospitals and schools for scant funding. The CBI believes the process for determining project priorities should be protected from the pressure that will undoubtedly follow from all parts of Wales to fund their local project. Independent evidence based process ensures an infrastructure plan that is not spread too thinly to make the impact our economy needs.

In England, Infrastructure UK sets out the policy framework in an English Infrastructure Plan, and then, as a distinct agency in government, champions their delivery - this model successfully marshals political willpower while maintaining transparency within the process of selecting 'priority projects'. This might be a useful template for the Welsh Government to consider.

### Planning: a vital component

Delivering new infrastructure in a timely and efficient manner is a vital component of any infrastructure plan. The failure to deliver new infrastructure efficiently and effectively imposes both a direct and indirect drag on economic growth. The economy is impacted directly through the absence of additional benefits only new infrastructure delivers (e.g. new routes, faster journeys). Indirectly, the economy is impacted by the imposing barriers to subsidiary developments (e.g. lack of capacity can prevent new developments).

The UK Infrastructure Plan is right to underline the three key factors vital to delivering new infrastructure as long term planning; appropriate finance and effective delivery through the planning system. The Welsh Government need to ensure the WIIP integrates these issues into their plan.

The UK Government's Infrastructure Plan also rightly identified the planning system as the 'largest sources of cost and delay in infrastructure delivery' and the pledge to reduce that burden is very welcome. Given the increased reliance on the private sector to fund infrastructure projects, Welsh planning reforms must keep pace with England's; failing to do so will impact Wales' attractiveness as a location for investment.

The UK Infrastructure Cost Review identifies 'uncertainty and time-lags in the planning system [as] key reasons why major scheme outturn costs are in excess of those seen in other countries.' We hope the forthcoming planning reform white paper will address these issues. The CBI report Minor Measures, Major Results outlines how the planning system could better support the delivery of major projects. Many of the recommendations within this report could be implemented by the Welsh Government.

### Using innovative finance measures

With capital spending increasingly squeezed, a key focus for a national infrastructure plan is on unlocking the potential for private investment, both supporting investment from companies' own balance sheets and unlocking more institutional investment in infrastructure projects.

With public finances stretched, the Welsh Government's role must be to deliver the market confidence needed to leverage the necessary private investment. Confidence can only be created by a policy framework that is transparent, long-term and certain.

### Conclusion

To secure the infrastructure that delivers for the economy and the people of Wales, the Welsh Government must focus on five key priorities:

- Make the right strategic decisions (e.g. M4 relief road)
- Set a clear pipeline for economic infrastructure projects
- Unlock private investment - including making full use of

the potential for PPPs

- Get the business environment right for infrastructure delivery (e.g. planning)
- Support the private sector to deliver critical economic infrastructure (e.g. energy and digital)

If these key issues are tackled, there is the potential to deliver modern and reliable infrastructure which plays a central role in economic growth.

CBI Wales will continue to work with the Welsh Government to find a workable solution as business is keen to play its part in delivering this important project. All parties need to work together to ensure the M4 relief road is delivered quickly and effectively.

Organisation: Torfaen County  
Borough Council

Postcode:

### ***Non fitting comments***

Non-fitting data

Welsh Government Draft Plan Consultation Document - M4 corridor around Newport - Torfaen Response

Report Submitted by: (Editor's note: personal details removed)

Report Written by: (Editor's note: personal details removed)

#### 1. Area Affected

1.1 County Borough wide and further to South Wales and in particular the South East Wales Region, primarily Newport City Council area.

#### 2. Purpose of Report

2.1 The purpose of the report is to:-

- Comment on the Welsh Government Draft Plan Consultation Document relating to the M4 Corridor around Newport.

- To seek approval from Council to forward this report as the comments of Torfaen County Borough Council on the consultation to the Welsh Government's Draft Plan.

- To advise Council that Torfaen County Borough Council has supported the Sewta response to the consultation.

#### 3. Key Messages

3.1 The key messages are:-

- The Draft Plan has been developed taking into account the extensive work undertaken as part of the M4 Corridor Enhancement Measures (CEM) Programme. The M4 CEM Programme was based upon the ability to deliver and identify measures in phases to improve affordability.

- The main element of the Draft Plan is the provision of a section of three lane motorway between Junctions 23 Magor and 29 Castleton on the south side of Newport.

- Torfaen County Borough Council (TCBC) welcomes the opportunity to respond to the Welsh Government's consultation on the M4 Corridor around Newport.

- TCBC supports the Welsh Government's aim of addressing the capacity and resilience issues on the M4 around Newport to ensure Wales has an effective economic infrastructure which improves our competitiveness and access to jobs and services.

#### 4. Background

4.1 During 2012 the Welsh Government published proposals for the M4 Corridor Enhancement Measures (CEM) as an alternative to a new M4 motorway, which comprised of four highway options. These included a new dual carriageway to the south of Newport, at-grade improvements to the Newport Southern Distributor Road, grade separated improvements to Newport SDR and a dual 4-lane motorway between junctions 24 and 29 along the existing M4 route.

4.2 The M4 CEM Programme was set up to explore and resolve issues of capacity, safety and resilience along the M4 corridor around Newport. It was based upon the ability to deliver and identify measures in phases to improve affordability.

4.3 These proposals were underpinned by a package of common measures including additional mainline train and bus services linking Swansea, Cardiff, Newport and Bristol, additional bus and train services on local routes, more stations with park and ride facilities and more bus/train connecting services.

4.4 The overarching concerns regarding the 2012 proposals included; the lack of detail concerning the proposed public transport measures, the contribution of existing public transport assets to achieve scheme outcomes was underplayed, data utilised did not take account of measures such as deployment of Traffic Officers and strengthened central barrier. Also the options proposed didn't fully address the issues and concerns.

4.5 Following the review of the M4 CEM consultation, the Welsh Government released revised proposals on the 23rd September 2013, referred to as the Draft Plan, which are a series of options on a new M4.

4.6 The Draft Plan released has been developed taking into account the extensive work undertaken as part of the M4 CEM programme.

4.7 Additionally as a result of on-going discussions with the UK Government there has been a significant change in the assessment of the affordability of a major enhancement of the M4.

4.8 The Consultation runs for 12 weeks, commencing on 23 September 2013 and closes on 16 December 2013.

## 5. Issues and Findings

5.1 In considering the existing M4 motorway between Magor and Castleton it does not meet modern motorway design standards. This section has many lane drops and lane gains, resulting in some two-lane sections, an intermittent hard shoulder and frequent junctions. This is why problems with congestion and unreliable journey times have become the norm on the M4 around Newport.

5.2 The Welsh Government is consulting on the Draft Plan Consultation document which has been developed taking into account the extensive work undertaken as part of the M4 CEM Programme.

5.3 The Draft Plan recognises the M4 as critical to the Welsh Economy through providing a facility for transporting goods, linking people to jobs and employment sites as well as serving the Welsh tourism industry.

Congestion on the M4 is causing unreliable journey times and reduced service levels and therefore hinders economic development in South Wales.

5.4 The main element of the Draft Plan is the provision of a section of three lane motorway between Junctions 23 Magor and 29 Castleton on the south side of Newport. The Draft Plan also includes complementary measures including re-classifying the existing M4 to a trunk road, a new single carriageway link between the M48 and B4245 and additional walking and cycling facilities.

5.5 In terms of the highway elements of the Draft Plan it comprises three highway options to the south of Newport:-

- Black Route - 3 lane motorway following the protected route of previous proposals for the M4 Relief Road (£936m) and this is the preferred option.
- Purple Route - 3 lane motorway following the revised alignment (£947m).
- Red Route - Dual carriageway all purpose (£830m).

5.6 The Draft Plan does not include public transport measures because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales.

5.7 It has been concluded from the Welsh Transport Planning and Appraisal Guidance (WelTAG) Stage 1 that the black route, in addition to complementary measures, would best achieve the goals and address the problems of the M4 Corridor around Newport, and should be progressed for further appraisal.

5.8 The Draft Plan is a broad appraisal at a strategic level. It sets out broad objectives, identifies

measures to achieve these and propose a typically broad package of interventions to achieve the objectives. When options have been narrowed down to an individual scheme or project, the appropriate level of appraisal is more detailed, often quantitative and evidence based.

5.9 Whilst specific dates for the possible completion of the Draft Plan are not detailed, should the construction of the new M4 be taken forward, anecdotal evidence and experience has indicated that a project of this magnitude could take 5-10 years to come to fruition.

5.10 Having reviewed the documentation the following comments are made.

#### 5.11 Transportation

Traffic volume data between junctions 23 Magor and 29 Castleton was compared from 2005 to 2012 and the volumes have remained near constant over the seven year period. On this basis, it could be considered that traffic has plateaued. However, the lack of growth in traffic levels on the M4 around Newport could be considered as not unexpected, as traffic growth in the UK has generally been static over the same period as a result of the economic downturn. However forecasts provided by the Welsh Government indicate an increase in traffic growth from 2005 until 2030.

5.12 It is the case that congestion resulting from traffic conditions on the M4 sometimes extends into Torfaen. As a high level consultation, no traffic information has been provided, but on the assumption that traffic flows on the existing M4 would be reduced as a result of the scheme, any congestion caused by traffic conditions on the M4 within Torfaen should be eased.

5.13 In terms of integrated transport, it could be questioned whether the Draft Plan and Metro Study should be considered holistically rather than individually given that there are opportunities for improvements to public transport and other modes that could assist in alleviating some of the traffic issues on the M4.

#### 5.14 Economic

Effective and efficient transport links are essential to a thriving regional economy and the improvements to transportation in the Newport area are crucial to the success of the emerging Capital City Region.

5.15 Whilst it is recognised in the Draft Plan that Cardiff, Newport and Swansea have ambitious regeneration strategies, there is no mention of Torfaen. Torfaen has recently published its new Economy and Enterprise Strategy which sets out its plans for growing the economy in Torfaen, particularly in the digital sector.

5.16 In helping to deliver this strategy, the County Borough's links with the M4 corridor and Bristol are key, as well as the connections to and from it. Linked to the digital sector, Torfaen has a highly successful Business Innovation Centre, based at the Business Park in Cwnbran. Effective transport connections are essential in order for the centre to maintain its position, as well as enhance the potential for developing a digital hub at the Business Park.

5.17 It must be recognised the importance of the link to and from the M4 for Torfaen for tourism given the links to the World Heritage Site at Blaenavon.

5.18 Allied to the above, Torfaen is one of the eleven authorities in Wales who has been successful in reaching stage two for the Viable and Vibrant Places funding and our close connections to the M4 are a key factor in delivering this major regeneration programme, if funding is approved.

5.19 The current M4 junctions providing access to Torfaen are significant in order to encourage economic growth as well as serving our tourism industry. It is therefore important that these junctions remain or are improved when re-classifying the trunk road and access measures are considered in more detail, at the appropriate time.

5.20 At this time there is limited environment and ecological information. Torfaen would therefore request that the potential impacts/benefits of the new road for Torfaen are properly considered as the plans develop.

5.21 Torfaen supports the proposals to improve the transport network around Newport to alleviate transportation issues and support economic development. If the preferred option were taken

forward, signage and access off the proposed new M4 onto the re-classified trunk road is key to maintain the link to Torfaen off the M4 corridor. From our economic perspective, if the scheme goes ahead, Torfaen has concerns regarding the perception from the business community that we are further from the motorway network which may hinder our economic growth. It would therefore be preferred from this stance that reclassification maintains the existing motorway.

5.22 Torfaen welcomes the opportunity to be involved in this stage and also supports and looks forward to being involved in the wider consideration as and when the elements of the Draft Plan are being developed and implemented.

## 6. Consultation

6.1 The Consultation runs for 12 weeks, commencing on 23 September 2013 and closes on 16 December 2013.

## 7. Policy Impact Assessment

7.1 See Policy Impact Assessment Matrix in Appendix A

## 8. Risks

8.1 The document being consulted on relates to addressing the capacity and resilience issues along the M4 Corridor around Newport. If transport improvements are not implemented, this could be a negative effect on the economic infrastructure which improves our competitiveness and access to jobs and services.

## 9. Action to be taken following decision

9.1 To forward this report as the comments of Torfaen County Borough Council on the consultation of the Draft Plan - M4 Corridor around Newport.

9.2 The Welsh Government will use the responses from the consultation feedback to decide whether to adopt the Draft Plan and whether any amendments are required. It is understood an announcement is due in early 2014.

## 10. Measures of Success

10.1 The Welsh Government can measure success based on the current transport related problems and potential improvement of these following the proposed highways enhancements.

## 11. Conclusion/summary

11.1 The Authority welcomes the opportunity to respond to the Welsh Government's Draft Plan – M4 Corridor around Newport.

11.2 In terms of transportation, Torfaen supports the proposals to improve the transport network around Newport but the Draft Plan should take into consideration the role public transport can play in alleviating the traffic issues.

11.3 Torfaen endorses the proposal to support economic development but has concerns if the proposal is taken forward given that the M4 will Torfaen further away from the M4 which could hamper our economic growth.

## 12. Recommendation(s)

12.1 To seek approval from Council to forward this report as the comments of Torfaen County Borough Council on the consultation to the Welsh Government's Draft Plan.

12.2 To advise Council that Torfaen County Borough Council has supported the Sewta response to the consultation.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation:

Postcode: CF82

***Non fitting comments***

Non-fitting data

(Editor's note: text from an email)

Subject: M4 Newport Consultation

Please accept this response to the consultation document:

You have said the aims of the Welsh Government (WG) are to:make it easier/safer for people to access their areas by walking/cycling/public transport/road; deliver a more efficient, sustainable transport network supporting; to produce positive effects people and environment, and making Wales more resilient to the effects of climate change. You say the aims of the plan is to help to achieve these aims as part of a wider transport strategy. You have adopted a Planning Policy that states: 'Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage' Your website 'health improvement' page states'encouraging lifestyle changes that will improve health, and by supporting your community to change a range of factors affecting health in the environment, the workplace'.

So it seems the WG is actively looking at how transport can be improved in a sustainable way that can improve health and has little impact on the environment. So I was very disappointed to see that of the 15 goals designed to appraise the performance of the draft M4 changes, 1,4,5,and 7 were prioritised. You avoided picking ones that focused on sustainability which would have linked with the original aims and policy. You indicate in your paper that congestion will worsen over 20 yrs and the new road will alleviate this. Are you that naive to think that you will not be in the same situation in 15 yrs time.

There are few advantages to this plan apart from short term reduction in congestion. As more vehicles will access the road for the next 10yr this will ultimately increase pollution, and eventually lead to congestion. Yet you would have destroyed ancient woods, negatively effected the populations health, missed an opportunity to improve heath and negatively effected the biodiversity in the area.

I am writing to plead with you to come to your senses, take this opportunity to be different than previous politicians and engineers. Use this money to invest in alternative methods of transport for those 43% of the local population that travel less than 20 miles, which could subsequently free up the current M4 to support business.

The paper says that a token gesture of 3 miles of cycle path will be built.. I despair.. you must realise that 3miles is useless, it is hardly worth getting on your bike for, especially if you have to get back on a busy road at the end of it and just hope you survive the rest of the journey. It will encourage few people to get out of their cars. As a physio at the local Health Board, I see the negative effect and cost of the growing problem of obesity and physical de-conditioning.

By not building this road and instead investing properly in local transport, such as subsidising bus/train fares, ensuring reliable public transport, building decent, cycle and walking networks and supporting their use, you could not only free up the M4 but you could help improve the health of the locals and prevent the unnecessary destruction of the local environment. You can't lose.. please be different to the politicians of the past, please take this opportunity to change all of our futures for the better.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

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I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

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Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: Objection to motorway

We strongly object on ecological grounds to the three alternative routes of the proposed new motorway and support instead Professor Cole's Blue Route.

[Editor's note: personal details redacted] Bromyard, Herefordshire, but still fairly regular users of the present M4

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport. If we have any pretensions to sustainability in Wales, we should be putting resources into public transport not into encouraging the growth of car traffic.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: I just signed 'The Welsh Government: Drop the plans for a new motorway across the Gwent Levels in South Wales and instead consider the 'blue route' as the alternative'

I just signed Jim Wright's petition 'The Welsh Government: Drop the plans for a new motorway across the Gwent Levels in South Wales and instead consider the 'blue route' as the alternative' on Change.org.

Drop the plans for a new motorway across the Gwent Levels in South Wales and instead consider the 'blue route' as the alternative

There are now 32 signatures on this petition. Read reasons why people are signing, and respond to jim wright by clicking here:

<http://www.change.org/en-GB/petitions/the-welsh-government-drop-the-plans-for-a-new-motorway-across-the-gwent-levels-in-south-wales-and-instead-consider-the-blue-route-as-the-alternative/responses/new?response=68251bf09beb>

Organisation:

Postcode:

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Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport...

Organisation: Capital Traffic Management Limited

Postcode: CF14

***Non fitting comments***

Non-fitting data

National Assembly for Wales

M4 Corridor around Newport

Submission from Capital Traffic Management Limited

1. Introduction

1.1 Capital Traffic Management Limited has substantial UK and international experience in all transportation modes and of the interfaces among them.

1.2 Although the greater part of our business has been focused on highways and traffic, we are convinced that environmental imperatives now urgently require major changes in current lifestyles and our approach to energy use and transportation in particular.

1.3 Our use of non-renewable resources since the Industrial Revolution has become profligate and irresponsible, with devastating consequences for air, water and soil quality, deforestation, wildlife habitats and species diversity, and the health and culture of our communities. This is clearly unsustainable.

Much of the mineral wealth of Wales has been squandered, with little to show for it. Even now, coal is being mined and sold abroad for what will seem like a pittance in years hence.

1.4 We submit that, lest humankind further imperils the survival of humankind and other species, the world urgently needs..

- to reduce all energy production and consumption
- to improve the efficiency of all energy use, within the limits imposed by the Second Law of Thermodynamics, and subject to cost-effectiveness criteria
- to make a major shift to the use of renewable and sustainable energy sources
- to reduce gross transportation volume
- to switch to more efficient mass transit and low-energy modes, and to provide quality facilities for cycling and walking
- to deploy more effective planning policies to improve access to employment, goods, services and information while minimising energy use
- to enhance the use of the Internet, as the most cost-effective form of transportation.

We do not consider that the mass deployment of electric road vehicles will prove to be achievable, affordable or sustainable.

1.5 There are a host of consequential, complementary and other actions that need to be taken to restore our planet to a sustainable balance. These include large-scale reforestation, lessening our dependence on oil-based agriculture, limiting long-distance and frequent commuting and ending ruinous economic growth based on non-renewable and undervalued resources.

But the highest priority for all governments at this time is to accept that there are limits to our environment's capacity to absorb all our stupidities, greed and mismanagement, and to communicate this clearly and firmly to their citizens.

1.6 We further submit that investment in additional highways would be counter-productive, and a step backwards away from resilience and sustainability. We consider claims to the contrary (as made in the consultation documents) as risible.

Nevertheless, we agree that the intelligent and selective maintenance of the existing highway resource for long-term utilisation is a necessity.

1.7 There are appropriate uses for motor vehicles, occasional though they are. The fact that many households survive and profit without a car shows that it is feasible nevertheless.

Cars are stationary about 98% of the time. This is an extraordinarily wasteful use of expensive capital, which more car-sharing schemes could do much to alleviate.

A modal shift to public transport would allow expenditure-shifting into other areas of the economy - retail, leisure etc - with greater employment-creating potential.

## 2. Highways and Traffic

2.1 There has been considerable debate about UK traffic forecasts and their interpretation, including in the appended article from Private Eye (Appendix 1), which has been widely circulated.

There is much contemporary discussion about Peak Oil and Peak Car, the latter now much in evidence throughout the developed world. Young people are exhibiting a choice to be connected by wifi rather than by cars.

The data for the M4 is said to show that traffic flows have peaked, and that traffic management measures (notably dynamic speed controls) have been successful in reducing congestion to a large degree and to only short periods.

2.2 Given the increasing urgency of dealing with the threat of climate change, Capital Traffic considers that predictions of major increases in road traffic are unlikely to be realised.

2.3 Without entering into the debate about the veracity of the traffic data, its interpretation or the projections that have been made based on it, we respectfully remind the Welsh Government that one of its objectives is to reduce unnecessary traffic..

‘..minimising the need for travel while maximising the opportunities to do so..

The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by.. encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel.. this will be achieved through integration.. within and between different types of transport..’ (Planning Policy Wales Edition 5 Chapter 8 Transport)

2.4 We challenge the Welsh Government to show any evidence of their success in minimising the need for travel, to explain how they plan to keep doing so, and to demonstrate how the New M4 proposals would contribute to that objective.

## 3. The Proposed New M4 and Alternatives

3.1 The understanding now generally accepted by transportation professionals is that new roads generate traffic. Any evidence to the contrary is unlikely to be verifiable, and should be critically and independently assessed.

3.2 Capital Traffic contends that there are alternatives to the New M4, and that there are means of reducing existing traffic on the M4.

Further, investment in highways and associated urban centre parking provision tends to undermine public transport. To reduce the subsidies the Welsh Government provides to public transport services (both road and rail), a more critical approach should be directed towards any proposals for more roads.

3.3 Professor Stuart Cole (CILT) and Lee Waters (IWA) have proposed that the A48 Newport Southern Distributor Road and the former Steelworks Road (the Blue Route) be upgraded to dual carriageway standards.

While we consider this to be a significantly better proposal than the New M4 in terms of its environmental impact, it would again encourage road traffic.

3.4 Another obvious solution is to electrify and upgrade the heavy rail (HR) line between Cardiff and Bristol, with four tracks throughout except in the Severn Tunnel. There are good reasons for doing this anyway, as a modal shift would undoubtedly occur with more passenger services, with concomitant reductions in M4 traffic and improvements in air quality.

There may be a case for further mainline stations between Cardiff and Newport, but there is a more cost-effective solution (refer to 4.1).

Freight requires more impetus to switch to rail, requiring the provision of strategically located railheads and freight consolidation centres.

3.5 It should be noted that a lane of motorway and a rail line cost about the same per kilometre, but rail can carry 8 - 20 times as many people (cf Peter Newman, Infrastructure Australia).

#### 4. The Light Rail Alternative

4.1 Capital Traffic identifies Newport Road, the A48 and the A4810 to Magor and Severn Tunnel Junction as a potential key route for light rail. This would form part of an east-west route of a low-cost initial light rail network for Cardiff, and the proposed South Wales Metro. We envisage P + R at Magor.

The catchment area of this route could be largely based on walking and cycling, while mainline rail stations would probably be dependent on car access to be viable.

The light rail route would attract traffic from the M4 and capture a major modal share from car traffic on the A48, provided services were sufficiently frequent (6 - 10 trams/h).

4.2 The revolutionary ACO-TramPower LR55 track may be laid on formed roads at 200 - 500m a week. No underground services, apart from manholes, need to be re-located. LR55 track was invented by Professor Lewis Lesley of TramPower Limited, who has also designed a simplified overhead (OHL). Both are half the cost of conventional products.

Light Rail Vehicles (LRVs or trams) could initially be provided at low cost using re-engineered and refurbished rolling stock, retired from other networks but not life-expired. They could be re-engineered and later produced from new in Wales, employing many people in high- quality and sustainable jobs at all levels.

Ideally, energy supply would be embedded in the network to ensure energy independence and cost control.

4.3 Light rail is able to attract a modal share of 25 - 45% along corridors served. The low capital and operating costs, high ridership and frequent services would lend themselves to profitable operation, inviting community and private investment, possibly by means of municipal bonds. The evidence from Europe is that light rail increases walking, cycling, bus use and taxi use.

4.4 Capital Traffic leads the Affordable Light Rail Consortium, which aims to produce and rapidly deliver light rail systems with capital and operating costs low enough to support profitable urban operations for both passenger and freight use. Further information should become available in early-2014.

4.5 Were the Consortium to be supported by major stakeholders (eg. Welsh Government, Cardiff and Newport Councils), an initial network including the route outlined above could be delivered at a substantially lower cost (about £12m/km double-track) than the New M4. It could be operational within two years of planning permission being granted.

## 5. Transportation in Wales

5.1 We urge the Welsh Government to take a new approach to the provision of transportation routes and services.

Powered transportation is not, cannot and should not be cheap. Its use and overuse has profound impacts on our environment and the communities that routes serve, not all beneficial. Road collisions are an ever-present danger to all of us.

The currently very high use of non-renewable fuels by road, rail and air transportation is unsustainable. The diversion of food crops to feed cars is an obscenity in a hungry world, and should be halted forthwith.

5.2 We must acknowledge the legacy that developed countries have, and their investment in transportation infrastructure. This, and relatively low-cost transport hitherto, has bequeathed us with jobs, education, goods and services remote from the homes of large numbers of people.

With the Internet, and the potential of more sophisticated transportation spatial planning however, we have a major opportunity to change direction away from an unsustainable pathway.

5.3 Part-time employment is already reducing peak-time travel. People do move house to be closer to where they need to be on a daily or regular basis, though the cost can often be very high. More home- and neighbourhood-based employment is being created by the Internet and the development of smaller-scale local services.

These trends should be welcomed, and facilitated by government and council policies.

5.4 Too often, a narrow and short-term view is taken of proposals such as that for the New M4. But its true value can only be assessed in the broader context of its environmental, social and economic impact.

In those terms, the New M4 fails, and fails compared with its plausible alternatives, though specious arguments have been contrived to the contrary.

5.5 The pioneering Active Travel (Wales) Bill is exactly the sort of measure that the Welsh Government ought to be continuing with to achieve sustainability in transportation.

## 6. Conclusions

6.1 An unequivocal case for the New M4 remains unproven.

6.2 There is no case for further intrusions into areas significant for wildlife. Damaging the Gwent Wetlands with an unnecessary road would be an abuse of the responsibility that the Welsh Government has towards our physical environment.

6.3 New highways only generate further traffic, and are a step away from sustainability that the deployment of electrically-powered road vehicles will never conceal.

Further roads undermine the more efficient rail-based transportation networks - national, regional or urban - as well as bus and coach services.

6.4 The alternative to the New M4 of a light rail route along Newport Road and the A48, and later to Llanwern and Magor, could be delivered within two years of planning permission, much more quickly than the proposed New M4 and at much lower cost.

Light rail would reduce traffic congestion on the M4 and the A48, and improve air quality and travel times on a sustainable basis.

6.5 The Cole - Waters proposal could be designed to complement the light rail proposal.

6.6 Capital Traffic urges the Welsh Government to adopt consistent strategies and policies which reduce reliance on inefficient transportation modes and non-renewable resources.

(Editor's note: see pdf provided separately. Not entered: article from Private Eye magazine)

#### Appendix 2 Capital Traffic Management Limited

Capital Traffic provides highway design, traffic management, safety audit and transportation spatial planning advice and services to Clients in the public and private sectors.

Organisation: Island Steel ((UK)

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

At looking at the 3 options the (black route) draft plan, I believe is the better. It will however cause additional cost to the operating of my business, meaning additional pollution by its way of erosion, pollution and noise levels. It will also cause additional delay and access problems to my current facility.

The draft route itself will create more pollution, in what is now in the larger part rural.

Has the exercise been carried out to look at simply extending the number of lanes through the Bryn Glas Tunnels? These after all are what cause delays. Can the SDR not be developed further from the bottom of the new Llanwern section out to Junction 28? This surely would too be cheaper to the tax payer and not disrupt Welsh Businesses.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

May I hereby lay down my rejection in full to the 'Red Route' as it would mean having to fully relocate my business and operations? My facility consists of a fully 21m piled floor, 3 no.14 metre looping pits, steel warehousing, gantry cranes and world class processing machinery. 90% of our product is imported through Newport Docks, employing some 36 people directly and hundreds more indirectly. We are the only UK Steel Service centre based in the waterfront in the UK and this is one of our selling points. Compensation to move us would require addition for rebuild, location, haulage, employment, and downturn, loss of business and flexibility plus many other issues and costs that would need to be discussed in full with you. As a simple example the addition to our internal haulage costs would rise by £500,000 per annum.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

May I hereby lay down my rejection in full to the 'Purple Route' as it would mean having to fully relocate my business and operations? My facility consists of a fully 21m piled floor, 3 no.14 metre looping pits, steel warehousing, gantry cranes and world class processing machinery. 90% of our product is imported through Newport Docks, employing some 36 people directly and hundreds more indirectly. We are the only UK Steel Service centre based in the waterfront in the UK and this is one of our selling points. Compensation to move us would require addition for rebuild, location, haulage, employment, and downturn, loss of business and flexibility plus many other issues and costs that would need to be discussed in full with you. As a simple example the addition to our internal haulage costs would rise by £500,000 per annum.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do the 'minimum Scenario' by improving that is what is already in place must surely mean the lowest form of upset and the least amount of cost. By improving the Bryn Glas Tunnel widths, better/longer exit and entry slip roads from Junctions 23A to 28/29. With the growth of business in Wales and the Valleys the current system will need improving anyway.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The environmental impact on any of the 3 routes will carry the same amount of pollution off the road. The red or purple however will mean more businesses will need to be moved, rebuild, creating more pollution waste, concrete, transport etc. It will also mean a large amount of the public purse would have to be spent in compensation and relocating etc. existing business, instead of being used for those departments like the NHS which are more desperate for funding.

#### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I believe all habitats will be affected at all areas of the project if it goes ahead. My concern is if relocated, ourselves and other businesses would not be allowed to operate to the same levels due to noise pollution levels to the residents. All proposed plans will affect habitats from Magor all the way to Castleton. The Red & purple routes will have more impact around the 'Wetland' area of the Docks and the wildlife living there.

#### **Q7. Health Impact Assessment**

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

The impact of the outline plan will affect all businesses currently lying along the draft route. For us personally, relocation would not allow several of our staff to be able to cycle to work and mean 3-4 employees could not perform their roles due to licensing laws. It would also mean that weights of products currently handled and sold would not be viable or legal and make the company uncompetitive against English competition. With all this said it will also add a lot of cost to business running costs.

#### **Q8. Equality Impact Assessment**

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

If option Red or Purple are implemented it would mean for us personally having to move the entire facility. The biggest aspect of this is that without a waterfront, freehold facility, it makes us unattractive to suppliers. Due to the masses involved in the metal industry, Vessels are needed to import to our door the material required. Without access to the water the whole industry has added costs and ads pollution.

**Q9. Additional comments**

Please provide any additional comments here.

We are a family run business who has been at our current location since 1998. Having privately built a state of art steel service centre. There are current talks in place to expand the business further with the close relationships of our suppliers. These are only attractive to the suppliers due to our waterfront location, and the fact our land is freehold within the ABP area and we have the first legal right to purchase the wharf alongside us. Any sort of movement to our business will mean we would be unable to run at the levels we do and that costs would be significantly increased. History proves that every penny is needed and hence why we are the last Independent Strip Product Service Centre left in Wales.

The cost to move the facility would be in the 10's of millions of pounds. This is made up of use needing the correct water front to handle 3000t plus vessels, piled flooring, looping pits, foundations, access, structures, cladding, gantry cranes, public weighbridge facility. We then need to consider the additional costs to all employees at Island Steel UK LTD. Additional transport, travelling etc. Then there will be the persons unemployable due to change in licensing requirements, which would also be too costly to run and maintain within the industry sector.

**Non fitting comments**

Non-fitting data

Please kindly accept this letter as my objection to the proposed Draft Black, Red & Purple routes as detailed on the enclosed map.

Also enclosed, please find the completed consultation documents.

I will be taking advise from my local M.P and our companies Solicitors, Harding Evans & Sons.

Look forward to receiving receipt of this letter by return and to discussing all aspects further.

Organisation: Cadw

Postcode:

### ***Non fitting comments***

Non-fitting data

Subject: FW: M4 Corridor around Newport - Public Consultation

Please find attached Cadw's comments on the above consultation.

(editor's note: text from Arup's email not entered))

(editor's note: text from attachment)

## **M4 CORRIDOR AROUND NEWPORT - PUBLIC CONSULTATION**

### **Introduction**

Welsh Government has published a draft Plan outlining proposals to create a section of new three lane motorway between Junctions 23 and 29 on the south side of Newport. The draft plan was published with associated assessments including the Strategic Environmental Assessment, Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equality Impact Assessment (EIA). Cadw commented on the Strategic Environmental Assessment on an earlier occasion and it would be inappropriate for Cadw to comment on the HRA, HIA or EqIA assessments. As such, this response focuses solely on the draft Plan.

### **Cadw's role**

Cadw is the Welsh Government's historic environment service. Although this Welsh Government public consultation requests views on whether to adopt the draft Plan, its reasonable alternatives or the Do Minimum scenario, and with or without amendments, it is considered beyond Cadw's remit to comment on whether to adopt or reject a Welsh Government transport scheme. The content of the consultation is high level and is seeking views on the general proposed corridor routes rather than scheme level specific detail. As such the advice contained within this consultation response is generic rather than specific. It pertains to the wider historic environment in terms of the known and potential historic environment resource, mitigation strategies for the draft Plan and the reasonable alternative routes and their complementary measures, and the impact of consequential works.

### **The proposal**

The draft Plan to create a section of new three lane motorway between Junctions 23 and 29 on the south side of Newport is known as the Black Route. It also includes complementary measures to re-classify the existing M4 between Magor and Castleton as a trunk road, provide a new single carriageway link between the M48 and B4245, and to promote cycle and walking friendly infrastructure.

The consultation also provides information on two reasonable alternatives to the draft plan and a Do Minimum scenario. The two reasonable alternatives comprise the Red Route dual carriageway and the Purple Route three lane motorway both with their own complementary measures.

The published route is very different from that considered during the 1990s and a great deal of work has been undertaken to investigate, identify and appraise aspects of the historic environment. Such work has informed, and in Cadw's opinion, reduced the historic environment impact of the scheme from its former iterations.

### **Goals**

Section 3.4 of the consultation document focuses on the goals of the M4 Corridor around Newport. It identifies fifteen goals to 'provide a framework to appraise the relative performance at a strategic level of the draft Plan, the reasonable alternatives and the Do Minimum scenario'. None of the published goals relate to the historic environment and it is difficult to test the options without such a goal. In Cadw's opinion the introduction of an historic environment goal would be very beneficial and

recommends that the following goal is added in order to appraise impact on the historic environment:

Use design to sensitively mitigate the impact of the scheme on the historic environment and to maximise the opportunities to find out more information about this unique place.

The adoption of the goal formally recognises the key importance of the historic environment at this location and promotes sensitive design solutions. It also recognises that such a significant and invasive scheme will identify previously unknown aspects about the historic environment of this special place. Once new historic environment assets have been recognised the opportunity to find out more about these should be maximised to enhance our understanding of the area and in order to inform management and mitigation strategies.

Similarly, Cadw considers that it would be beneficial to add the scheduled monuments, listed buildings and historic landscapes to Figure 10 so that the major historic environment constraints can be considered alongside the major natural environment constraints.

#### The importance of archaeology

By routing the proposed M4 road south of Newport through the northern part of the Gwent Levels, the proposed motorway would cross an area that is known to be remarkably rich, diverse and extensive in terms of archaeological evidence, both buried and visible. This area comprises the fen edge which would have been a focus for human activity for millennia where the lower lying levels interface with higher ground less prone to flooding. The crossing points on and off the higher ground and the route across the interface are potentially very rich in archaeological remains. Although much good archaeological research and analysis has been undertaken in advance of previous iterations of this scheme and for other purposes, this information needs to be pulled together and gaps identified for further investigation, particularly taking note of the Welsh Archaeological Research Framework. The route would also cross or be located in close proximity to the northern part of the Gwent Levels Registered Historic Landscape of Outstanding Importance.

Welsh Office Circular 60/96 Planning and the Historic Environment: Archaeology sets out advice on legislation and procedures relating to archaeological remains. It states the importance of archaeology and that archaeological remains are a finite, and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. In contrast to much of the natural environment resource, archaeology is typically immobile and cannot recover. As such, the complex evidence cannot usually be mitigated through relocation or recreation.

Mitigation responses are often limited to the preservation of archaeological remains in situ or the preservation of archaeological remains by record. Para 17 states that 'where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation in situ i.e., a presumption against proposals which would have a significant alteration or cause damage, or which would have a significant impact on the setting of visible remains'. Cadw views the maximisation of appropriate preservation in situ as an essential part of the sustainable development focus of this development proposal.

Conversely, preservation by record means archaeological excavation, which means the total destruction of the archaeological evidence. This can be expensive and time-consuming, and should always be regarded as a second best option. On those occasions when preservation by record is the only option, then comprehensive and detailed investigation and recording must be undertaken in accordance with published national standards and guidance.

#### Comments on the proposed routes

There are no legally protected scheduled monuments of national importance along the western section of the proposed route of the motorway between Castleton and Newport on Wentlooge Level, although the Red and Purple Routes come into close proximity to the scheduled monument known as Castell Glas Castle Mound (MM190) south of Maes Ebbw School in Newport. The combined Black, Red and Purple route passes through the northern part of the Gwent Levels Registered Landscape of Outstanding Importance to the south of Coedkernew and Duffryn and would appear to potentially sever and orphan areas of the landscape as a result of bisection by the road. Thought will be required as to how to sensitively mitigate this issue. The routes potentially have a differential

impact and the Historic Landscape Character Areas will need to be examined to see which of the various routes most diminishes the impact of the scheme.

The Black, Red and Purple Routes cross the River Usk in the historic Newport Docks area and there is strong potential for the setting of listed buildings to be effected adversely by the over-bridging infrastructure. The Red and Purple Routes pass close to the south of the Transporter Bridge, which historically has been the lowest bridging point of the River Usk. All the proposed routes would establish a bridge lower down the River Usk and impact on views downstream from the Transporter Bridge. Given the discovery of the Newport Ship on the bank of the River Usk in advance of the construction of the Riverfront Arts Centre in 2002 and the significant cost and resourcing of the subsequent excavation and conservation (which is still ongoing) the possibility of a similar occurrence should not be discounted.

To the west of the River Usk the proposed routes converge to the south of the Glan Llyn Development Site and follow a common course to Junction 23. The proposed route will pass to the north of the legally protected scheduled monument of national importance known as Moated Site E of Grangefield Farm (MM205). The impact on the setting of the scheduled monument and the mitigation options need to be carefully considered. The indicated route will also pass in close proximity to the northern edge of the Gwent Levels Historic Landscape of Outstanding Importance to the south of Llanwern Steelworks and then pass through the registered landscape to the south of Magor. Careful thought will be required to mitigate the impact of the motorway and its infrastructure on the setting of these historic environment assets, particularly the open and relatively unobstructed views across the Gwent Levels historic landscape area.

The proposed course of the motorway will impact on a much wider range of undesignated historic environment assets, including known field systems to the south of the Glan Llyn Development Site and a system of paleochannels around Llandevenny. Whilst many of the shallow lying archaeological features should be relatively easy to identify in advance through routine archaeological prospection, the deeper lying and potentially older and more interesting archaeological features will be more difficult to identify. Similarly, the positioning and impact of new infrastructure with deeper foundations will be more difficult to investigate and evaluate. A competent methodology and mitigation strategy needs to be developed to address this issue.

#### Impact of the scheme

Cadw's primary concern is on the extent and scale of the impact of the scheme on the historic environment. Impacts can be measurable or unforeseen, in terms of known and unknown historic environment assets respectively. Cadw recommends a thorough, comprehensive and detailed archaeological prospection and reconnaissance of the route corridor in order to identify as many previously unrecognised historic environment assets as possible. However, given the scale of the proposed scheme in such an archaeologically rich, extensive and diverse area the greatest care and sensitivity should be exercised in choosing the road construction methodology and method in order to diminish adverse impacts. For example the adoption of a 'rolling carpet' technique whereby the archaeological investigation works in advance of the front edge of road construction will identify the shallowly lying archaeology, but will not be able to see or respond to archaeological sites and features lying at deeper levels. Careful thought of the archaeological implications of the chosen construction method is required.

Impact can be direct, comprising physical works, or indirect. The area through which the proposed M4 would be located is known to be remarkably rich in archaeological remains. However, given the buried and usually unknown nature of much of the archaeological resource the direct impact is often hard to predict or establish with confidence in advance. The unpredictable nature of new site discovery can make it hard to plan for and respond to new discoveries. This raises issues concerning which investigative methodologies to adopt and how to resource the approved response in terms of funding and time.

The most significant direct impact will be the construction of the carriageway embankment across the Gwent Levels. The introduction of so much material and weight will have an impact on any underlying archaeology. The issue of the effect of surcharging the land with such weight and the resultant compaction on the underlying archaeology and how it can be mitigated successfully needs to be considered and raises many questions. For example, will the weight of the embankment materially change the buried environment beneath it and if so what will be the affect on the buried archaeology? How can these impacts be investigated? How far do these effects extend beyond the

footprint of the embankment?

Other elements of the scheme that may have an impact on historic environment assets include the creation of new related infrastructure such as junctions, bridge and link roads. The impact of natural environment mitigation on the historic environment is also of key importance. If the destruction of a certain length of the reen network requires the creation of an equivalent network of reens then there is strong potential for there to be an adverse impact on the historic environment. Such a proposal would have a substantial change on the existing pattern of the landscape, compounding the impact of the severance on the historic landscape by the proposed M4 route. This impact may be diminished from an historic environment perspective by bringing back in to use former historic reens that are currently non-functional. The siting of related infrastructure and mitigation areas require careful thought and consultation with Cadw.

Indirect impacts include those affecting the setting of historic environment assets, for example visual or aural. Adverse visual impacts can be created through interference with views from, to, across and between historic environment assets. Visual juxtapositions and the wider effect of cumulative impacts are also important. Where the proposed route travels through areas with extensive open views, thought should be given to minimising the indirect impacts on adjacent historic environment assets.

The Black, Red and Purple routes follow a common alignment at the east and west ends of the proposed motorway and will share a common suite of impacts in these areas. However, where the routes diverge the impacts of the individual routes will be differential and a methodology is required to assess the impacts and related significance for each proposed route.

The consultation document contains an appraisal for each of the routes and the Do Minimum scenario. The significance of the impact for the heritage criterion is assessed as Moderate adverse for each of the three motorway routes. Cadw agrees with this assessment and appraisal which is based on the current information base, but the risk of the significance of the impact changing to Large adverse as either further investigation or the scheme itself advances is considered by Cadw to be likely.

The brief written assessment for the Black Route's heritage criterion states that the scheduled standing stone at Llanfihangel (Standing Stone 252m South of Bencroft Lane (MM068)) would need to be relocated in order to accommodate the scheme. This is the only direct impact on a scheduled monument identified within the consultation document. The immediate archaeological context of the standing stone has been investigated through excavation and no evidence was identified. Whilst there are precedents for the relocation of standing stones it would be Cadw's preference for the scheduled monument of national importance to remain in its current location. The Grade II listed Magor Vicarage is also identified as needing to be demolished; in this instance Cadw must defer to the Local Planning Authority.

The Do Minimum scenario would result in no or limited impact on the historic environment resource and Cadw concurs with the neutral impact rating.

## Conclusion

The proposed M4 Corridor around Newport would, if given the go ahead, cross an area of rich historic environment resource and value. As a flagship Welsh Government transport scheme, the considerations of the complex impacts of the scheme options on the historic environment need to be at the very centre of Welsh Government's decision making process. Whilst there is an obvious tendency to concentrate on the natural environment impacts of the proposed scheme, in Cadw's opinion the impacts on the historic environment are just as critical and require robust investigation and sensitive design solutions.

Organisation:

Postcode: NP4

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the preferred route and the 'reasonable' alternatives. Any of these routes would adversely affect a large area of the remaining open countryside of South-East Wales, particularly the special heritage areas of the Gwent Levels, unique in Wales in terms of their landscape, archaeological, historic and biodiversity qualities. Worse still, there would be irresistible pressures for further development alongside the new motorway. This last special area of open countryside would be unnecessarily sacrificed for dubious short-term aims. Any improvements to the M4 regarded as absolutely essential (and I note the uncertainty, and downright contradiction of this 'need' by others) should be limited to the existing M4 corridor, to avoid destruction of these limited and irreplaceable Welsh rural areas.

I believe the proposal is defective in the goals set out. The Welsh Government has environmental, biodiversity and sustainability policies that are ignored. The one mention of 'sustainability' (goal 15) is clearly aimed narrowly at transport issues.

I believe that the Strategic Environmental Assessment is defective for the following reasons: -

The proposal clearly fails in its own terms to satisfy WG policy. The initial statement for the reason of this SEA in 1.1 ('SEA is a process that provides for the high level protection of the environment, by ensuring the integration of environmental considerations in the preparation of strategies and plans and by contributing to the promotion of sustainable development and environmental protection') is clearly not translated into the published goals. The proposal does not 'take into account the SEA Regulations'. Not only is there demonstrably no 'high level protection of the environment', which would avoid the damaging proposed routes. There is no real level of protection at all.

1.2 Current congestion problems on parts of this stretch of M4 for short periods in weekday rush hour are acknowledged in comparison with a free-flowing road, but all urban major roads and motorways have daily congestion periods; these have to be managed, not solved by irresponsibly throwing money at them. For approximately 94% of the week, the M4 flows freely.

Predictions of problems increasing on this length of motorway - there is no evidence base given. It is understood that traffic flows are at about the same level as 2003. 'Serious implications' are not specified, and it is disingenuous and misleading to say that the environment will suffer if nothing is done, given the proposal to harm six SSSIs and a heritage landscape with a new road which will also bring pollution and noise to an area of open countryside and small settlements

Not all the local business community is demanding the new road - the FSB objects to it. No reference to rail electrification, which if it is to do anything will offer alternative commuter and freight transportation, thus reducing or containing the demand on the M4. The WG investigation of a S Wales transport 'metro' is also not brought into the assessment.

1.3 The praiseworthy aim of improving life for South Wales residents will not be achieved by improving the eastern length of the M4, but by an initiative such as the S Wales metro, which would then allow better management of the M4 as a longdistance route, not as a Newport ring road.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Question 1

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

See response to Question 1

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No response.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The statement in Section 5.1 (Biodiversity, Flora & Fauna) that 'the net benefit for biodiversity (of any of the three schemes, presumably) is considered to be positive in the long-term' does not inspire confidence that this is a proper assessment of environmental effects. The loss of a huge area of mainly green fields cannot possibly be mitigated sufficiently, and of course it will not stop there, development pressures adjacent to the new road will be irresistible to local politicians.

Section 5.1 Population - the conclusion that the new 14 miles of motorway is just what SE Wales communities needs is unbelievable. Just one aspect - traffic congestion into Cardiff from the west is increasing in peak periods, the last thing Cardiff needs is another road speeding traffic onto the M48 in weekday mornings. What S Wales communities need is better local transport systems. Section 5.1 Landscape - a major effect is admitted; it is apparent that much of the route (whichever is chosen) will be raised, and substantially so on the river bridge approaches. It would be a complete change to the character of the Levels, from rural tranquillity to an urban corridor.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No response

**Q7. Health Impact Assessment**

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

No response

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No response

***Non fitting comments***

Non-fitting data

This is a personal response; I have also submitted a response on behalf of Campaign for the Protection of Rural Wales, please do not confuse the two.

I am a Chartered Engineer, having specialised in Highways, and a Chartered Environmentalist.

Organisation: Sewta

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

6.1. Our general comments regarding this option are reflected in sections 3 to 5 of this response. In respect of specific issues regarding the Black route option, we are concerned the route proposed for this option bisects the Port of Newport, which is a major terminal in the South East Wales freight network.

6.2. It is not stated what air draught will be provided under the proposed bridge; therefore it is difficult to fully assess the impact on shipping operations. It is assumed however, there will be a reduction in the size of the port estate to accommodate structural elements of the bridge. This may reduce flexibility and the ability to accommodate freight operations.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

6.3. Our general comments regarding this option are reflected in sections 3 to 5 of this response. In respect of specific issues regarding the Red route option:

6.4. The Red route minimises the potential impact on the Port of Newport. The cost of the Red route is comparable with the 3-lane options; therefore it would appear to offer a less cost efficient solution; however there would be less land take.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

6.5. Our general comments regarding this option are reflected in sections 3 to 5 of this response. In respect of specific issues regarding the Purple route option

6.6. The Purple route will have a lesser impact on port operations at the Port of Newport than the Black Route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

6.7. Sewta agrees there is a peak hours capacity issue on the existing trunk road and highway network; therefore failure to invest in transport infrastructure and services will compromise the region's ability to sustain and attract economic activity; however, the ability to achieve the defined goals however is not restricted to the M4 in isolation and a range of measures across all modes will be required.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

6.8. The impact on the Nash and Goldcliff SSSI impact will be greater than assessed, given the assumption the route will follow land that is incorrectly designated 'Employment Land from Newport Unitary Development Plan'.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

6.9. No additional comments

### **Q7. Health Impact Assessment**

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

6.10. No additional comments

### **Q8. Equality Impact Assessment**

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

6.11. The Welsh Programme for Government contains a number of key themes, in which the transport network plays a key role. In particular:

- Tackling Poverty
- Growth and Sustainable jobs
- Environment and sustainability, and
- Equality

6.12. Whilst it is appreciated the M4 motorway plays a significant role in many commercial activities, there is also a pressing need to ensure that those persons without access to a private car have the ability to access jobs and essential services.

6.13. Page 21 of the Equality Impact Assessment notes the difficulty of non-car owning households in attaining access to employment, education and retail facilities. Sewta concurs that investment in alternative modes is essential to reduce such social exclusion. Given the M4 measures as now proposed are predominantly car based, they will contribute to addressing such exclusion. Sewta is concerned that the removal of public transport measures from the proposals will increase the accessibility gap between car owning and non-car owning persons.

6.14. Welsh Government Statistics ((editor's note: footnote 3)  
<http://www.wales.gov.uk/docs/statistics/2013/131008-licensing-vehicle-ownership-2012-en.xls>) indicate 25.4% of households in the Sewta area do not have a car or van available. This is above the Welsh average of 22.9%. Accordingly, the implementation of the proposals without appropriate investment in alternative modes will not address the accessibility imbalance experienced by these households.

6.15. Tables 5 to 15 state that provision of complementary measures will improve access to public transport facilities with an increase in accessibility. Such enhancements to alternative modes are supported; however it is difficult to assess the potential of such measures given the limited detail of proposed measures. There is concern that the consultation doesn't include proposals to improve public transport services themselves.

## ***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport - Sewta Consultation Response

RE: M4 Corridor around Newport - Consultation

With reference to the above, please find attached consultation response on behalf of Sewta. Please could you confirm receipt of this email.

(editor's note: text from attachment)

M4 Corridor around Newport

Sewta Consultation Response

### 1. Introduction

1.1. Thank you for the opportunity to respond to the Welsh Government consultation in respect of the M4 Corridor around Newport. We are pleased to provide our views on the proposals presented. Whilst there are a number of set questions in respect of the specific route proposals, we also wish to make comments regarding the derivation and appraisal of the options presented. We trust you will consider these within this consultation exercise.

### 2. About Sewta

2.1. Sewta is the alliance of local authorities charged with developing transport policy and delivering transport projects on behalf of the 10 local authorities in South East Wales and their partners, both in the transport industry and in organisations representing users' interests.

2.2. Sewta's membership includes the local authorities of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taff, Torfaen and the Vale of Glamorgan. Partners are the Confederation of Passenger Transport, Arriva Trains Wales, Network Rail, Bus Users UK, Passenger Focus and Sustrans. Sewta works closely with the Welsh Government.

2.3. Sewta welcomes the opportunity to respond to the Welsh Government's consultation on the M4. Sewta's response draws on the Regional Transport Plan, which is the statutory Transport Plan for South East Wales. It was approved by the Sewta Board in March 2010, and has been endorsed by the Welsh Government.

2.4. The Sewta Regional Transport Plan outlines our objectives and policies to address regional transport issues. The RTP vision is:

A modern, accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives

2.5. Relevant Sewta RTP objectives include:

- To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
- To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.
- To improve interchange within and between modes of transport
- To improve the quality, efficiency and reliability of the transport system.
- To reduce traffic growth, traffic congestion and to make better use of the existing road system.
- To achieve a modal shift towards more sustainable forms of transport for moving both people and

freight.

- To reduce significantly the emission of greenhouse gases from transport.
- To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
- To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.
- To reduce the number and severity of road traffic casualties.

2.6. These objectives form the foundation for our consultation response.

2.7. Sewta accepts the necessity of highway investment where it supports our objectives. The thrust of Sewta's highways policy is to maintain what we already have and make best use of it. Our highway policies are:

HIP1: Sewta supports the management and maintenance of the regional road network to a uniform high standard.

HIP2: Sewta supports control of access to the regional roads network in the interests of highway safety and capacity.

HIP3: Sewta supports selective improvements to the regional highway system through make better-use proposals

HIP4: Sewta supports selective improvements to the national highway system where they are to the overall benefit of RTP objectives.

HIP5: Sewta supports measures to ensure that the transport system is more resilient and less susceptible to the influences of climate change.

2.8. The M4 corridor is a key artery for strategic east-west movements, accordingly our policy on external connections is:

ECP1: Sewta supports improved links between South East Wales and other parts of Wales and the UK, in particular by rail, coach and sea.

### 3. Sewta's Consultation Response

3.1. Our response is split in three sections:

- Consultation process and documentation
- Proposed measures
- Consultation set questions

### 4. Consultation Process and Documentation

#### Engagement with key stakeholders

4.1. Although Sewta itself is not responsible for the Motorway and Trunk road network, its constituent authorities are responsible for the highways that connect with the M4. Given the influence of the M4 on travel patterns, any changes to motorway provision will undoubtedly have an impact on the local network. Therefore, it is disappointing that the Sewta authorities have not been provided with the opportunity to work collaboratively on the development of the latest proposals. This is in contrast to the previous M4 CEM work, in which Sewta was an active member of the stakeholder group. This provided a useful forum to identify and discuss potential issues.

4.2. The earlier M4 CEM programme comprised 4 highway options, with an overarching programme

of common and public transport measures. Following a major consultation exercise, a Stage 1 WelTAG appraisal was undertaken in March 2013, which concluded:

..should the Welsh Government progress the M4 CEM Programme, the following measures are worthy of further consideration and more detailed appraisal:

- Highway Infrastructure Option A;
- Public Transport Enhancement; and
- Common Measures.

4.3 Therefore, we were disappointed that the further WelTAG appraisal which was undertaken in June 2013, assessed three highway options but removed the public transport measures from the proposals.

#### Scheme Plan

4.4. Pages 27 and 28 of the consultation document contain a schematic plan illustrating the proposed routes. Whilst we appreciate the document has a wide audience, there is a lack of detail that limits the ability to determine the actual routes and the potential impact on existing land use / transport network. The use of an OS based map within the main consultation document that illustrates the routes in detail would enable wider assessment of the route implications.

4.5. Also, the main document plan does not indicate the location of intermediate junctions, which are noted within the June 2013 WelTAG Assessment. This prevents an assessment of the potential impact on the regional highway network.

4.6. We also note the Consultation Plan indicates the proposed routes will pass through an area within the Nash and Goldcliff SSSI which is defined as 'Employment Land Allocation from Newport Unitary Development Plan'. Whilst this was the designation in the April 2012 Plan, the Revised deposit Plan dated June 2013 has reduced the area of this allocation, with the replacement designation 'Special Landscape Areas'. Therefore the plan will require amendment.

4.7. The scheme costs for each option are contained in the accompanying document 'M4 Corridor around Newport WelTAG Appraisal Report Stage 1 (Strategy Level), June 2013'. It would be helpful if these were included in the main consultation document as they represent a significant proportion of transport spend. It would also be helpful if the consultation document contained the results of the predicted Benefit to Cost Ratio (BCR) calculations to enable assessment of the impact of the investment.

#### Stage 1 WelTAG Appraisal, June 2013

4.8. Page 42 of the June 2013 WelTAG appraisal summarises the Economic Indicators, and states the Black route is the best performing option; however the calculated BCR values are not published. This makes it difficult for consultees to assess the relative / predicted benefits of the options presented.

4.9. The commentary of TEE / EALI assessments for the Black and Purple routes forecasts a lower benefit for the purple route due to severance of employment land. This will also apply to the Black route.

4.10. The WelTAG assessments for Greenhouse Gas Emissions for the Black and Purple routes indicate a positive benefit. Given the forecast increase in trips (figure 2) it would appear this assumption is based on a per-vehicle reduction, rather than a total output basis. An overall increase in greenhouse gas emissions would be expected with such a volume of traffic growth. It would therefore appear the WelTAG assessments are unreliable.

4.11. Table 12.5 and Summary table 12.7 state:

Acceptability to other stakeholders: Newport City Council and Newport Unlimited are supportive of the provision of a new motorway. Business interests are generally supportive, while environmental groups generally oppose the scheme. The CBI strongly promotes the scheme which is included in

SEWTA's Regional Transport Plan. Further engagement is likely to be needed with specific land owners who may be affected directly by the scheme, including ABP. The acceptability of the new motorway will be tested at public inquiry.

4.12. It should be noted that the M4, as a motorway proposal, is the responsibility of the Welsh Government, and therefore is not a proposal in the Regional Transport Plan. We confirm our position in respect of improvements to M4 as stated in section 4.15.8 of the RTP:

The key road links to England are the M4 across the Severn to London and the A40 (M50) to the Midlands. While Sewta does not support the provision of substantial extra capacity to the national motorway system, where there are congestion, safety or maintenance issues, these will need to be addressed to improve the efficiency of the trunk road network of South East Wales.

## 5. General Proposal Comments

### The need for a new M4 Motorway

5.1. Whilst Sewta agrees there are number of issues that restrict the ability of the existing M4 to meet peak hour demand, there are concerns that the proposed scheme will provide a significant increase in motorway capacity, in excess of that required to address these peak-hours issues. Figures 3 and 4 indicate travel levels have plateaued, with Figure 3 noting traffic levels on some sections have reduced between the 2005 and 2012 datasets. This levelling off in the demand for car travel is also reflected in the RAC Foundation report 'On the Move - Making sense of car and train travel trends in Britain, 2012'. The report also records an increase in rail travel over the same period. These trends illustrate the potential to achieve modal shift, which could reduce pressure on the M4.

5.2. We understand discussions are continuing to determine the tolling strategy for the Severn River Crossings once the current concession ends. The report 'The Impact of the Severn Tolls on the Welsh Economy, Arup, 2012' noted that a 50% reduction or removal of the tolls would increase traffic using the M4 by 5% or 12% respectively. The report also notes this could have a disproportionate increase downstream at the Brynglas Tunnels. There will be a need to ensure that proposals for the M4 are closely co-ordinated with those for the Severn Tolls.

5.3. Work is progressing to electrify the Great Western Main Line and South Wales Valley Lines. This will reduce journey time and increase capacity, enabling the rail network to provide a more attractive alternative. The business case for these schemes includes a consequential increase in rail patronage as a result of these improvements. These offer the potential to attract trips off the M4. These forecasts need to be taken into account in the M4 demand forecasting.

5.4. Figure 8 indicates 43% of journeys on the M4 around Newport are less than 20 miles, with 40% between 5-20 miles. Traffic volumes in Figure 7 indicate M4 use is peaked around the beginning and end of the working day; therefore travel to work patterns are likely to be a significant element of demand. Journeys of this length and frequency could be effectively targeted by public transport and sustainable transport alternatives to remove a significant number of trips from the M4 and adjoining highway.

5.5. It is therefore disappointing that the latest proposals do not include the public transport measures that were an integral element of previous M4 CEM proposals. Although there is a statement these will be considered within the South East Wales Metro study, it is not clear how the Metro study is addressing these and how the Metro measures will prioritise M4 issues. We are therefore concerned that a holistic approach has not been undertaken, with a risk that opportunities for integration and efficiency are lost.

5.6. It is not clear whether the demand forecasting on the M4 proposals takes account of the impact of measures proposed in the Cardiff Capital Metro study. At the time of our response, the full metro study report is not publically available. As such it is difficult to fully assess the assumptions that each study has made. The Cardiff Capital Region Metro: Impact Study Executive Summary states the metro system will:

Address the Region's Existing Transport Problems - including congestion at key points on the road network (M4 J32-34, Newport & the A470 into Cardiff) and minimise the need for further congestion measures; avoiding costs of potentially hundreds of millions to 2030.

5.7. The Metro study highlights the requirement for large employers to have a punctual workforce to reduce lost hours and avoidable costs to the business; therefore the ability to move large numbers of workers across the region reliably is critical in attracting and facilitating inward investment. The provision of an effective and integrated public transport network is a vital element in attracting employers and their employees to locate in the region. The M4 proposals as they stand lacking specific public transport proposals would provide limited benefit for many workers - particularly those without access to a private car.

5.8. The Sewta Rail Strategy includes a number of proposals to develop new stations and services that have the potential to reduce demand on the existing M4, with new stations including Pye Corner, Caerleon, Coedkernew, St Mellons and Llanwern. These sites have the potential to become strategic park and ride facilities that, in conjunction with the programmed electrification of the Great Western Mainline, could offer an attractive mode for journeys to key centres.

5.9. The potential contribution of public transport schemes to reduce pressure on the M4 is exemplified by the reinstatement of passenger services on the Ebbw Valley Railway. During the 2011/12 annual sample period, 772,754 journeys entries / exits along the line were recorded by the Office of Rail Regulation. Supplementary monitoring ((editor's note: footnote 1) EVR future phases Rev A , 2010, Capita Symonds) identified 91% of respondent trips were external to the 6 stations on the lines; therefore the service may have removed approximately 700,000 trips per annum from the M4 / junction 28.

5.10. Our response to the M4 CEM consultation highlighted concerns that the study area is too confined and does not take account of the impact on the regional highway network. In particular the impact on traffic flows in Newport and around Cardiff. The data in Figure 5 illustrates the predicted overall growth in trips within South East Wales and Newport; there is a need to look more widely to address this predicted increase in regional movements. There are a number of locations that experience congestion problems associated with M4 access / egress. These include the A48 / A48M, A467, A468, A470 and A4042.

5.11. We also have concerns that increased rates of vehicle flow will increase pressure on junctions 30 and 32. These junctions already exhibit peak hours queuing, with both operated under signalised conditions ((editor's note: footnote 2) Junction 30 part-time signalisation, Junction 32 full-time signalisation). There is a limited stacking capacity available on the respective slip roads; therefore we are concerned that increased demand on these junctions will result in congestion, with the risk of vehicles queuing back onto the motorway and adjoining highways. This has associated safety issues, with a detrimental impact on the local traffic network and the reliability of regional bus services that use these sections (including 122, 132, X3, X4/T4 and X30).

## Resilience

5.12. Although that the current arrangements for the M4 provide limited resilience in the event of a full closure, this is an inherent issue for most UK motorways. There is a risk that the proposed increase in highway capacity will result in under-utilisation for significant periods. This has been the experience on the M48 following construction of the second Severn crossing.

5.13. The lack of a published junction strategy / location plan for the Red and Purple routes prevents a full assessment of the impact of the proposals - in particular, potential increases in demand that could place additional pressure on the reliability of bus movements. Sewta has implemented a number of bus priority measures through its capital works programme, and changes to the M4 will require a review of planned schemes to ensure they are meet project objectives. It is likely that additional measures will be required.

5.14. The absence of a junction strategy on these route options also has implications for assessing the impact on freight movements, particularly those vehicles utilising the Port of Newport. This is the main freight port in South East Wales; therefore Sewta would not wish port access to be compromised by the routes proposed. The port may also offer future opportunities to develop short sea shipping, which can contribute to the reduction in transport related greenhouse emissions. It is noted there is no direct access between the port and the Black route.

## Complementary Measures

5.15. The supporting measures include the provision of improved walking and cycling infrastructure. Sewta welcomes the principle of enhancing these modes and would be keen to identify opportunities for Active Travel enhancements.

5.16. There is limited information regarding the proposed de-classification of the existing M4 between Junctions 23 and 29. The existing M4 will continue to play a key role in accessing northern Newport and the Gwent valleys. Re-assurance will be needed that such a downgrading would not affect the current priority for maintenance and management of this section.

5.17. Complementary measures include the provision of a 'new single carriageway link between the M48 and B4245.. It may also facilitate the introduction of a park and ride facility at Severn Tunnel Junction in the future.' There is an existing park and ride facility at Severn Tunnel Junction Rail Station, which comprises 114 spaces. Monmouthshire County Council has with Sewta support, undertaken a number of studies to develop provision at the station to expand the capacity of the facility and therefore Sewta is supportive of increased provision at this station, which has the potential to play a more strategic role.

#### Environmental concerns

5.18. The Welsh Government has a commitment to reduce greenhouse gas emissions. We are concerned that the proposals, with the removal of public transport measures, will reduce the ability to meet these targets.

#### Scheme funding and value

5.19. We note the costs of the proposals range from £830 million to £947 million. There is a concern that this level of investment on this scheme may reduce opportunities for wider investment in transport infrastructure.

#### Ability of the proposals to address the Problems and Goals

5.20. Although the proposals will address some of the issues, there is a general concern that the restriction to a predominantly highways based proposal does not enable the full potential to be realised.

#### Data and statistics

5.21. In the consultation documents, Figure 2 illustrates the observed and predicted flow to capacity on sections within the study area. It is unclear, however, whether these forecasts include the impact of the electrification of the Great Western Mainline and Valley Lines on the potential demand along this corridor.

5.22. Figure 5 indicates a significant growth in trips in the South East Wales and Newport local authority areas. It is not clear what assumptions have been made regarding the proportion of these additional trips that would be expected to utilise the M4. The title of the graph should highlight whether these forecasts are regional trends and not M4 specific to avoid ambiguity.

5.23. Figure 6 illustrates the variability of average speeds during a single week in May 2013. Although this provides an indication of the extent journey times can vary, the use of one week's data only provides a snapshot on this stretch and may not provide a robust indication of the overall trend. The data illustrates that during the am peak (between 06:00 and 10:00) journey times on 3 of the 5 sample periods are relatively consistent, above 55 mph. The lowest speed is recorded at 11:00am, which is identified in Figure 7 as a period of lower traffic volumes. The use of a longer sample period would minimise the risk of an infrequent event skewing the data.

#### Accident Statistics

5.24. The earlier M4 CEM consultation highlighted concerns regarding the accident rates on this section of the M4 prior to the implementation of key safety measures (including the strengthened central reservation, the Managed Motorway arrangements between Junction 24-28 and Traffic Officers). There is no comparable data included in the latest consultation to assess the effectiveness of these measures (although footnote 13 notes there has been a reduction in

accidents during the first year of operation of the Variable Speed Limit system). We would be particularly interested to compare the frequency and severity of incidents, such as changes in the Killed or Seriously Injured (KSI) category.

## 7. Closing remarks

7.1. There are difficulties in resolving the peak hours demand issues associated with regional movements. The Welsh Government's continuing commitment to resolving the issues associated with the M4 corridor around Newport is welcomed. However there are a number of concerns with the proposals as they stand. Including

- Lack of Engagement with stakeholders - revisions to the M4 will have an impact on the regional transport network; therefore the Sewta authorities would have welcomed the opportunity for collaborative engagement in the development of proposals.
- Removal of Public Transport elements - There is a strong case for a more comprehensive package of public transport alternatives to achieve scheme objectives and wider Welsh Government Policy; therefore the removal of public transport measures represents a lost opportunity to develop a fully integrated transport solution for the South East Wales region, including the M4 Corridor.
- Underestimation of the contribution of Public Transport in achieving scheme objectives - The proposals underplay the contribution of committed investment programmes, including rail electrification. Sewta is progressing a number of transport schemes that will reduce pressure on the existing highway network. For many existing road users along this motorway section, there is a lack of sustainable transport alternatives. Many journeys are local, and these have the potential for modal shift were adequate alternatives available.
- Promotion of Active travel initiatives - Sewta supports in principle proposals to enhance walking and cycling infrastructure, but would welcome further detail.
- Demonstration of the business case for a new M4 - the consultation documents and wider research indicate a stagnation of traffic levels; therefore the need for the significant increase in motorway capacity is not fully demonstrated. The omission of the calculated Benefit to Cost Ratio prevents examination of potential wider benefits.
- Value of investment - The options presented represent a significant element of the potential transport budget (£830m to £947m). This could limit investment in wider transport infrastructure. Enabling economic growth is a key function of the transport network. A networked City Region, which harnesses the potential of the M4 Corridor, requires accessibility throughout the region. An integrated M4 programme can stimulate the economic growth of the whole region.
- Regional Integration - The proposals for the M4 Programme need to be effectively integrated with those for the broader region. The implications of the M4 options for wider transport networks need to be fully understood. The potential for changes in tolls on the Severn Bridge, which could have profound implications for traffic flows and levels of congestion on the M4, will need to be taken into account.
- Congestion Impacts on the Wider Network - There is concern that the impacts of the enhanced traffic flows achieved by the proposed highway options, on highway networks beyond this length of the motorway, do not appear to have been modelled or evaluated. As well as the road network around Newport, there are also concerns at the impact on strategic junctions further west and east. Key issues will be the impacts on J32, Coryton, on the junctions on the A48 in Cardiff.
- Investments in the Short to Medium Term - The lead in time for major highway options is lengthy. There will be a need for measures in the interim. While demand management can play a role, substantial investment in rail, bus, cycling and smarter choices programmes is a necessity.
- Co-ordination with Land use Planning - It will be essential in seeking to lower congestion, that new development is concentrated where it can be effectively accessed by public transport, and that development in locations dependent on the car, particularly close to M4 junctions, is avoided.
- Environmental concerns - the options presented will not contribute to wider Welsh Government

objectives to reduce the contribution of transport to greenhouse gas emissions.

- Equality Impact - The over-reliance on highway measures will not address social exclusion related to those who do not have access to a private car.

- Impact on sea terminals and freight - The black route is likely to present operation constraints to the Port of Newport, whilst the absence of a published junction strategy for the Red and Purple routes makes it difficult to assess the requirement for rerouting of freight.

- Data Reliability - The body of information and appraisal available as part of this consultation is not adequate to enable conclusive decisions to be made.

7.2. We trust our response assists examination of potential options and would welcome the opportunity for further engagement.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please find below the RSPB's objection in relation to the Black Route. Please note that this representation applies equally to the Red Route (Question 2) and the Purple Route (Question 3). Please also note that this representation should be read in conjunction with the RSPB's representation in respect of Question 5 (SEA).

RSPB Cymru Representation to the Draft Plan - 2013

1. RSPB Reasons for Objection: The RSPB has a longstanding opposition to development on or affecting the Gwent Levels SSSI, and the Gwent Levels Coastal and Floodplain Grazing Marsh, a Welsh Priority Habitat of acknowledged nature conservation importance concern. The RSPB and Gwent Wildlife Trust have identified the area as a Futurescape and Living Landscape respectively, meaning that both organisations recognise the significance of the landscape for people and wildlife, and are committed to its protection and enhancement at the landscape scale. We remind the Welsh Government that the UK Government's own studies show a benefit to cost ratio of SSSIs overall is almost 9:1. <https://www.gov.uk/protected-areas-sites-of-special-scientific-interest>

2. Background: The Gwent Levels Site of Special Scientific Interest (SSSI) is a statutorily designated composite SSSI, which is of national (UK) importance for nature conservation due to its reën flora and fauna. Natural Resources Wales, the Welsh Government's principal adviser on environment matters, states that the Gwent Levels is one of the top four examples of this habitat in the UK. The Welsh Government, as an authority pursuant to s28G of the NERC Act, has a duty to protect and enhance SSSIs, and their protection is a high-level objective of the Welsh Government, as set out in the Environment Strategy 2009 (Outcome 21)

The Gwent Levels Coastal and Floodplain Grazing Marsh is a Welsh Priority Habitat of acknowledged nature conservation concern pursuant to s42 of the Natural Environment and Rural Communities Act. Newport has more of this scarce and declining resource than any other authority in Wales

3. Summary of Representations:

The RSPB objects to all three lines of the road to the south of Newport viz the Black, Red and Purple Routes as set out in the draft Plan. We consider that they would all result in major, significant long-term and irreversible damage to the nature conservation value of the Gwent levels, as set out above.

The RSPB objects to the absence of the consideration of reasonable alternatives, such as inter alia :-

- A route comprising the upgrading of existing highways (The "Blue Route"), The Blue Route involves an upgrade of the A48 and the 'Steelworks Road' - a length of industrial roadway purchased by the Welsh Government in 2010. The route would follow a line between the Magor Junction 23A to the east of Newport to the Tredegar Park Junction 28 to the west of the city. It would include innovative realtime signage, in order to maximise its potential as a relief road for the M4, and

- a public transport and SMART measures option, and any combinations thereof, including all programmed and permitted measures, both acknowledged and unacknowledged.

The Welsh Government has not carried out any calculations aimed at quantifying the positive impacts that the above measures would have on the issues around congestion of the M4 around Newport (and therefore the need for a major highway south of the city of Newport), in spite if the fact that all measures will contribute to the reduction of such congestion, and that that is the express purpose of some of them.

The RSPB urges the Minister to delete the draft Plan, and pursue a strategy which is aligned with the Welsh Government's adopted vision for sustainable development, viz a strategy which does not have material adverse impacts on the Gwent Levels SSSI and Coastal and Floodplain Grazing Marsh

#### 4. Main Body of Representation:

##### 4.1 Sustainable Development Reasons for Objection:

We are very disappointed that the Welsh Government is proposing such an environmentally damaging project. We would expect a Government with sustainable development as its central organising principle and which is in the process of legislating for sustainable development through the Future Generations Bill - to actively search for the least environmentally damaging way to address the issue it has identified.

Sustainable development involves searching for creative solutions which enhance environmental, social and economic objectives, and we see no evidence of this approach being taken. Indeed the 'goals' of the consultation itself are all transport-related, there is no inclusion of sustainable development or environmental protection despite this being a highly designated area.

Furthermore, we can see no evidence of the true value of the area that would be damaged by the options in the consultation being included in any assessment. In addition to its importance to wildlife – as recognised by national designations - the Gwent Levels provides valuable 'ecosystem services' or 'natural resources'.

According to a recent statement entitled 'Shaping a more prosperous and resilient future' by The Minister for Natural Resources and Food, 'Rejecting the outdated assumption that economic growth can only be achieved at the expense of the environment is central to our future as a nation'. This statement is reinforced by the current consultation on proposals for an Environment Bill which states (paragraph 1.8) 'In order to deliver a strong economy for Wales, we must enhance the natural resources on which our economy relies'. These statements are meaningless unless put into practice in key Welsh Government decisions such as this one; we can see no evidence of their having been considered in the current consultation.

Ref's: Written statement by Alun Davies, Minister for Natural Resources and Food, 22 October 2013 - <http://wales.gov.uk/docs/desh/publications/131115nat^ural-resource-management-policystatement-en.pdf>

Towards the sustainable management of Wales' natural resources - consultation on proposals for an Environment Bill - <http://wales.gov.uk/consultations/environmentandcountryside/environment-bill-whitepaper/?lang=en>

##### 4.2 Climate Change Strategy

Climate change is the biggest mid to long term threat to biodiversity. We are therefore surprised and disappointed that the draft Plan does not make reference to the 2010 Climate Change Strategy for Wales.

We would expect any proposal which includes the possibility of major new road development to be considered within the context of the Climate Change Strategy, given the continuing problem of greenhouse gas (GHG) emissions from road transport contributing to climate change.

Transport emissions in Wales, predominantly from road use, were 13% of total Welsh GHG emissions in 2011. Whilst transport emissions have fallen by 4% from the level in the 1990 base year, emissions from all Welsh sources over the same time period have fallen considerably more - by 21%. Any proposal effecting transport policy which is likely to either hold transport emissions at their current level or increase them should therefore be subject to a careful appraisal with reference to the Climate Change Strategy.

The draft Plan projects increasing vehicle usage along the current M4 past Newport, but has no regard either to the resulting emissions impact or to the likelihood of such growth in traffic volume actually taking place.

In the Climate Change Strategy one of the principal emissions targets is that, by 2020, the number of annual motor vehicle kilometres travelled in Wales has been reduced. This target does not appear to have been considered within the proposal for this major new road infrastructure. Within the Strategy the target is coupled with a commitment towards 'low carbon modes' of transport-yet this is only touched upon but not explored in the consultation document.

The Climate Change Strategy recommends measures to encourage eco-driving, together with enhanced use of rail and bus services, to cut GHG emissions. The draft Plan references these options, but with no detail and no consideration about how best to implement them as alternatives to new road development.

From a climate change perspective, a new road scheme should always be very much a last resort, and then only in circumstances where all other possibilities have been considered and shown not to meet future need. We do not believe this is the case with this proposal.

The consultation documentation shows that much of the vehicle usage on this stretch of the M4 is short distance traffic, for which lower carbon alternatives-bus, bicycle and walking-should be identified and provided for. There is evidence to show that good public transport leads to a fall in car usage. Following an investment in low carbon transport solutions in London car use in the city has fallen by 35% over the past 15 years.

In summary, the draft Plan shows a total and irresponsible disregard to the contribution of road transport to climate change. We must look to invest in low carbon sustainable alternatives to reduce road use and our emissions across Wales. There is recognition of this within the Climate Change Strategy but it is given no consideration within the draft Plan which is inconsistent with the Welsh Government's policy on Climate Change.

4.3 "Goals" of the Consultation Document: The RSPB objects to the Goals of the draft Plan, which are drawn from a previous stage of the process. The RSPB and others objected to the goals at the M4CEM stage, and at the Stakeholder Group stage, but these objections were ignored. We therefore restate these objections :-

The goals are skewed, because they are expressed solely in terms of transport. At no stage has it been possible for participants or respondents to express a preference for a "no environmental damage" or, "no biodiversity damage" goal.

The impression that transport-related problems are the only ones is it is permitted to discuss is exacerbated by Question B which asks about respondents' travel habits, creating the strong impression that the views of those who use the existing M4 will carry greater weight than those who have a legitimate interest in the environmental quality of the Gwent Levels.

This is in spite of the fact that Aim 3 of the stated Aims of the Welsh Government vis a vis the M4 Corridor around Newport (p 16)

'To produce positive effects overall.. on the environment'

4.4 Biodiversity Reasons for Objection:

The RSPB objects to all Routes (Black, Purple and Red) as set out in draft Plan, because they will have significant, long-term and irreversible adverse impacts on the Gwent Levels Sites of Special Scientific Interest, and on the Gwent Levels Coastal and Floodplain Grazing Marsh, a Welsh Priority Habitat.

The RSPB concurs with the conclusion of the draft Plan in this respect, which, in assessing this adverse impact, employs the most damaging score possible from the point of view of biodiversity. We further object to the downgrading of the biodiversity assessment in the draft Plan's Strategic Environmental Assessment (SEA) compared with the previous M4CEM SEA (see below).

4.4.1 The Gwent Levels Sites of Special Scientific Interest:

The Gwent Levels Sites of Special Scientific Interest, was notified under S28 of the Wildlife and Countryside Act 1981 (as amended). The Gwent levels SSSI comprises 6 component SSSIs. They

cover between them 5,700 ha of the Severn Estuary's northern shoreline. These contiguous SSSIs represent the largest reclaimed lowland of National importance in Wales and are ranked amongst the four most important habitats of this type in the United Kingdom (The Gwent Levels, Their Importance for Nature Conservation, and Commitments for their Protection Martin Wragg, 1995). The statutorily designated conservation interest is to be found associated with the extensive network of reens and drainage ditches passing through the area. This drainage network supports 25 species of locally or Nationally scarce plants and 144 locally or Nationally scarce species of invertebrates. The wide variety of habitats within the Gwent Levels provides important feeding, roosting and breeding grounds for eight species of wintering wader, as well as supporting populations of 13 species of mammals and herptofauna protected under the Wildlife and Countryside Act 1981. Reens and drainage ditches crossing these lowlands form fenceless field boundaries and many of these fields are categorised as coastal grazing marsh.

#### 4.4.2 The Likely Significant Adverse Impacts of the Black, Purple and Red Routes on the Conservation Interest of the Gwent Levels SSSI and the Coastal and Floodplain Grazing Marsh Priority Habitat:

##### Physical Destruction:

##### SSSI Reen Interest:

The Black, Purple and Red Routes would physically destroy the reens (drainage ditches) which are a designated feature of the SSSI. This would be permanent and irreversible, and could not be mitigated for or compensated for satisfactorily.

##### Coastal and Floodplain Grazing Marsh:

The Black, Purple and Red Routes would physically destroy the Coastal and Floodplain Grazing Marsh. This would be permanent and irreversible, and could not be mitigated for or compensated for satisfactorily.

##### Disruption of Hydrology and Damage to Water Quality and Quantity:

Physical destruction of the reens and of the Coastal and Floodplain Grazing Marsh would disrupt hydrology and damage to water quality and quantity over a much wider area than that accounted for by the physical destruction described above. These effects would be permanent, and it would not be possible to carry out mitigation to the level which removes all substantive adverse impacts on the SSSI and Coastal and Floodplain Grazing Marsh interest.

##### Habitat Fragmentation and Isolation:

The SSSI and Coastal and Floodplain Grazing Marsh to the north of the Black, Purple or Red Routes would become fragmented by them, and edge effects would become greater. This would result in physical and hydrological isolation which would impact on both water quantity and quality. Highway construction would also constitute a physical barrier to biodiversity connectivity, with a resultant likely significant reduction in species richness, population viability and habitat quality. These adverse impacts would be permanent and it would not be possible to mitigate for them, due to its being an impermeable barrier.

In addition to the edge effects within the area of SSSI and Coastal and Floodplain Grazing Marsh, such effects would manifest themselves to the south of a new highway. These adverse impacts would be permanent, and it would not be possible to mitigate for them, as set out above.

##### Landscaping:

Leaf fall from tree planting required in respect of landscaping of the Black, Purple or Red Routes would result in eutrophication of the reens, damaging their invertebrate and floristic SSSI interest. The absence of tree-planting would attract significant objection on landscape grounds.

#### 4.4.3 Quantifying the Adverse Impacts on Biodiversity:

The scale and severity of these adverse impacts would be such that the RSPB considers that they would constitute a significant adverse impact on the conservation status of the Gwent Levels SSSI.

It is instructive to note that the "rapid review" of the condition of the Gwent Levels SSSIs carried out by CCW (now NRW) showed the several component SSSIs being in unfavourable condition, due to "development", thus frustrating the Welsh Government's targets for having 95% of SSSIs in favourable condition by 2015, and 100% by 2026 (Outcome 21, Wales Environment Strategy). A major new highway to the south of Newport would exacerbate the unfavourable condition of the SSSIs, moving the Welsh government further away from its commitment in this respect.

It is important to note a lack of clarity with regard to the severity of the adverse impacts which are likely to manifest themselves at land south of the former steelworks site. Para 3 page 19 of the draft Plan states that:-

"Following the Preferred Route and Junction Strategy Review, a TR111 notice (April 2006) was published to protect a revised route corridor"

The draft Plan map shows the TR111 line as being outside the Gwent Levels SSSI for approx 1.5 km of its length at a location due south of the former steelworks site. However, an examination of both the proposals map of the Newport UDP, which was adopted one month after the issue of the TR111 notice, and the constraints map of the Newport LDP, which was formulated in April 2012, six years after the issue of the TR111 notice, show the TR111 line in a more damaging location.

Until this matter is resolved, it is not possible to gain a full appreciation of the extent and severity of the adverse impacts which are likely to manifest themselves along this 1.5km length of highway, and the RSPB objects to this. The Welsh Government is reminded that were a plan formulated which included as a preferred option the construction of built development 1.5km in length and with the width of a major highway, this would be considered as a very significant damaging development in its own right.

4.4.4 Further Adverse Impacts Arising from Development Arising as a result of the Advent of the Black, Red or Purple Routes:

The RSPB considers that the above impacts on the biodiversity interest of the Gwent Levels is likely to be exacerbated by similar impacts arising from further development which will result from the advent of the Black, Red or Purple Routes. These include inter alia :-

The intentions of landowners in the vicinity of the Black, Red and Purple Routes to develop "white land" i.e. land which would lie between the line of the Black, Red and Purple Routes. routes and the settlement boundary of Newport. For example, Tata Steel has made representation to the Deposit Draft Newport Local Development Plan seeking to include land on the SSSI to the north of the TR111 line inside a new settlement boundary, citing the advent of an M4 Relief Road as :-

"The treatment of (this) land in this manner (i.e. not including it within a new settlement boundary as described above) also appears to ignore the potential future changes that the route of the safeguarded M4 relief road could bring to this part of Newport" (Register of Deposit Local Development Plan Representations - Sept 2013)

The view that development of a major road to the south of Newport will render further land on the Gwent Levels vulnerable to damaging development is strengthened by section 5.2 (page 22) of the draft Plan, which states :-

"If this draft Plan is adopted a junction strategy would be investigated as part of scheme's development".

The fact that an M4 Relief would have junctions implies that those junctions would serve development on white land, as referred to above. Ultimately, all land to the north of the Black, Red or Purple Routes could become developed, and for this reason, amongst others, the RSPB objects to it.

4.4.5 Cumulative Impacts: The RSPB considers that the consultation document is deficient, because it does not consider the cumulative impacts of other damaging plans and/or projects , including inter alia :-

- Allocations in the adopted Newport Unitary Development Plan 2006, and

- Proposed allocations in the emerging Newport Local Development Plan

This is despite the fact that NRW, in its response to the scoping stage of the SEA, required the Welsh Government to examine cumulative impacts with these development plans.

The RSPB therefore objects to this deficiency. Please see the RSPB's representation in respect of the SEA for more detail in relation to this matter at Question 5..

## 5. National Policy Reasons for Objection:

### 5.1 Section 28G of the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000

The Welsh Government has a duty in respect of Sites of Special Scientific Interest (SSSIs) under (hereafter referred to as the CROW Act). This duty affects the weight the Welsh Government should give to the conservation and enhancement of SSSIs in exercising its statutory functions.

The Welsh Government is a section 28G authority

### 5.5 The UK and Welsh Biodiversity Processes , and s42 and s41(3) of the Natural Environment and Rural Communities Act 2006:

Over and above its designation as an SSSI, the lines of all of the Routes set out in the draft Plan consists of Coastal and Floodplain Grazing Marsh, which is a Priority Habitat under the UK and Welsh Biodiversity processes for which a Habitat Action Plan has been produced. Coastal and Floodplain Grazing Marsh is also placed on a list pursuant of section 42 of the NERC Act , as being considered by the Welsh Government as being of principal importance for the purpose of the conservation of biological diversity.

Paragraph 5.2.2 of Planning Policy Wales states that the NERC Act places a duty on the Welsh Government take reasonably practicable steps to further the conservation (including restoration and enhancement) of Priority Habitat types. The selection criteria for Priority Habitat types are that they must be habitats for which the UK has international obligations, habitats at risk, such as those with a high rate of decline, especially over the last 20 years or which are rare, habitats which may be functionally critical and habitats which are important for Priority Species

## 6. The Need for a Major New Road across the Gwent Levels South of Newport:

### 6.1 New Data:

No further research has been carried out in order to address the issues raised by representations made to the previous M4 CEM stage , nor in order to update the traffic section of the current consultation. Indeed, the Welsh Government has ignored the detailed critiques by the RSPB and others of a number of respondents at earlier stages, including ignoring requests for clarification and/or more information.

The RSPB therefore maintains its objections as set out in its representation to the M4 Corridor Enhancement Measures consultation document, as there have been no material changes in circumstances since then.

### 6.2 Traffic Volumes:

An examination of Figure 3 of the draft Plan shows that for three out of the five junctions, traffic volumes fell between 2005 and 2012, in some cases very substantially

The SATURN model (summarised in the "Public Transport Overview" document at the M4 CEM Programme stage) included a forecast for 2016. Comparing these with the 2012 figures in the March 2013 WelTAG document gives the increase which would be required for those 2016 forecasts to be correct.

(Editor's note: see pdf provided separately. Not entered into database – 1 table)

It can thus be seen that up to a 25% increase in traffic volumes over a 4 year period would be required for the SATURN model to be correct. There is no indication that this is likely to manifest itself- indeed, Figure 3 therefore constitutes a key admission on the part of the Welsh Government, namely that traffic volumes are still lower than in 2004 and 2006. The RSPB thus disagrees with the content of Figure 2, because it is based on flawed modelling and incorrect assumptions (see below)

There is a wealth of academic literature which shows that traffic volumes in the UK and Wales are generally static or falling. The RSPB thus objects to deficient forecasts employed by the Welsh Government in support of its assertions about the need for a major road to the south of Newport. Figure 4 of the consultation document is a key admission that traffic volumes have been falling since before the Economic Recession.

Paragraph 1 page 11 of the consultation document states that the Welsh Government uses the TEMPRO model (which is based on the NTEM developed by the Department for Transport) to forecast traffic growth in Newport and SE Wales. However, research by the Campaign for Better Transport has shown that the majority of governmental traffic forecasts have subsequently been shown to have been overestimates.

(Editor's note: see pdf provided separately. Not entered into database – 1 chart 'DfT Forecasts and actual car traffic growth')

There is evidence to suggest that traffic levels will never return to those of the early 2000's - a concept researchers refer to as "Peak Car"

Furthermore, page 36 of the previous M4CEM consultation document, in relation to the SDR, states :-

'Traffic flows on the SDR are currently lower than predicted'

This adds weight to the view that traffic levels in the vicinity of Newport are decreasing.

#### 6.2.1 The Costs of Running a Car:

One of the factors not taken into account by both the SATURN and TEMPRO models is that of cost. There is a wealth of evidence which shows that cost is a major factor in determining use and ownership of cars.

#### 6.3 Population Projections:

The RSPB and others has objected at previous stages in the process to the way in which population issues have been addressed to support the assertion that traffic usage is increasing. These objections have been ignored, with no up to date population projections having been produced. We therefore restate our objections, as follows :-

Population projections are based on natural indigenous change, and on in- and out-migration. These are in turn broadly based on economic activity. Thus the projections provided, which are based on 2008, do not take into account the aftermath of the 2008 economic downturn, which has resulted in lower take-up of employment land allocations in the Newport UDP for example. The Newport LDP deposit version states:-

'In the period 2000 - 2009, 102.57 hectares (ha) of land were taken-up for employment purposes in Newport. The development predominantly occurred in the years prior to 2006, not those since'. (emphasis added)

This is an illustration of the effects of the economic downturn on take-up of employment land, and is relevant due to its impact in reducing in-migration and in commuting, and thereby traffic.

Paragraph 2.27 of the Newport LDP Preferred Strategy 2010 states: -

'with the economic recession, in-migration from the new Member States does seem to have slowed since 2006, so the trend projections for Welsh Local Authorities do now look to be high, even if previous rates were to be re-established. The 11 Local Planning Authorities with responsibilities in south east Wales, have taken the collective view that population projections should be seen as a

maximum'.

The RSPB concurs with the 11 local planning authorities, and considers that this calls into question the population-based predictions for traffic growth.

The population projections set out at previous stages in the process were on a 2008 base date. These have been superseded by the 2011 Census results, which show that for South Wales, the 2008 projections were overestimates.

(Editor's note: see pdf provided separately. Not entered into the database: a table)

6.4 Trend Data: The following are indicators which show that the forecasts employed by the Welsh Government constitute significant overestimates. (Editor's note 1)

An examination of electoral register data for Newport shows an increase of only 0.9 % in the 4 years leading to 2012. This is on contrast to the forecast of 1.7% for the 5 years to 2013 cited in the Stakeholder Forum documentation.

Migration: The Welsh Government's Statistics and Research Unit summarises migration data thus :-

Total Migration:

Wales has experienced an estimated net inflow of migrants in every year from mid-1998 to 2011, with an average net inflow of just over 9 thousand people per year. Annual net inflows have fluctuated though and decreased overall since 2006-07.

International Migration

- Wales has had a net inflow of international migrants between 1994 and 2010.

- In 2011 there was a net outflow of international migrants for the first time since 1993, with those leaving exceeding those moving to Wales by around 1.5 thousand persons.

Migration with other parts of the UK

- For years ending mid-1999 to mid-2011 there was a net inflow of migrants to Wales from the rest of the UK of around 6.5 thousand people per year on average. Over this period the net inflow decreased from 14.4 thousand persons in year ending mid-2003 to 2.5 thousand in years ending mid-2010 and mid-2011 (emphases added)

6.5 Car Ownership Rates:

The M4CEM document and Stakeholder Forum documentation assumes that car ownership rates as being static or increasing. However, Department for Transport data shows car ownership rates falling from 2008 onwards across the whole of the UK, and rates fell 0.7% between 2008 and 2009. The rate of fall is likely to be faster in Newport than in Wales as a whole because the latter includes remote rural areas.

The figure of 1.05 cars per household cited in the consultation document and SF documentation is an overestimate as it is based on DfT predicted figures for 2006 (before the economic downturn), and is for the whole of the UK. Equivalent predictions for Newport would be lower, in view of the relative economic performances of Newport and the UK.

7. The Economic Case for a Major Highway to the South of Newport:

The economic case for a major highway to the south of Newport is made out in Section 7.2 (page 30) in respect of the Black Route, and that pages 37 and 43 for the Red and Purple Routes respectively.

The RSPB objects to that set out in this section of the draft Plan. We consider them to be a serious of unfounded and partial assertions. The Welsh Government has not provided any data, either in the draft Plan or via hyperlinks to the plan, nor in any of the supporting documents, to back up these

assertions.

The RSPB addresses each of these assertions in turn :-

7.1 The Welsh Government Assertion that the Competitiveness of Transport Dependant Businesses in Wales will be increased by the Draft Plan (page 30):

This is unsubstantiated, because:-

- The Welsh Government provides no evidence that such businesses in central and north Wales for example would benefit.

- Some transport-related businesses employ non-road modes of transport. The Welsh Government provides no data on that proportion of transport-related businesses which are road-related, nor what proportion require a major highway to the south of Newport.

7.2 The Welsh Government's Assertion 'The Draft Plan would Deliver Significant Travel Time Savings'.

This is unsubstantiated because :-

- The Welsh Government provides no definition of "significant"

- An analysis of the Welsh Government's own graph at Figure 6 shows that average speed on the M4 rarely drops between 40 mph, and even where it does, on the same weekday and time in other weeks this phenomenon does not manifest itself, thus showing that the issue was not related to a specific characteristic of the M4 at that location. Increasing the average speed in which vehicles can travel from say 50mph to 65 mph through construction of the Black Route would produce an average time saving (excluding incidents which are addressed separately below) of less than 10 minutes. The Welsh Government provides no data therefore to support an assertion that a 10 minute decrease in travel time would be of a scale such that it is 'significant' in terms of the 'competitiveness of transport-dependant businesses in Wales'.

7.3 The Welsh Government's Assertion that Improved Resilience will greatly reduce the Costs of Incidents of Congestion or Maintenance on the Existing M4:-

This is unsubstantiated because :-

- The Welsh Government does not quantify 'greatly'

- The Welsh Government provides no up to date data on the frequency of incidents, in order for the reader to gain an appreciation as to whether such incidents are merely an inconvenience, or a major cost to the economy of Wales, or south Wales.

- The Welsh Government provides no trend data in order for the reader to gain an understanding of whether the frequency of incidents is increasing or decreasing. This is in spite of frequent requests to the Welsh Government's consultants Arup by a local resident in relation to this matter.

- The Welsh Government provides no trend data as the amount of resources (both human and financial) deployed by the emergency services to both address incidents themselves, and ensure that the smooth flow of traffic resumes as quickly as possible. It is therefore not possible for the reader to gain an understanding as to whether the amount of such resources is increasing or decreasing, and whether therefore the impact of incidents could be materially reduced by increasing such resources as a part of a reasonable alternative to a major road to the south of Newport.

In respect of existing measures designed partly to reduce the impact of incidents, the Welsh Government has failed to take proper advantage of those measures already in place. For example there is little or no signage directing traffic to the former steelworks road in the event of an incident, or congestion.

It is instructive to note a key admission at bullet point three of Section 2.3 of the Draft Plan that :

'the first year of operation (of variable speed limits between junctions 24 and 28) has shown a

reduction in accidents’.

One can therefore reasonably conclude that the frequency of incidents is decreasing, and that further measures such as the broadening of the scope of variable speed limits to include other stretches of the M4, and programmed work on the Brynglas Tunnels for example, as well as the plethora of other works programmed designed to produce a modal shift and smooth the flow of traffic, will hasten that decline. However, the Welsh Government fails to reach this conclusion.

It is further instructive to note that Professor Stuart Cole's proposals for the Blue Route includes innovative ‘real time’ signage the aim of which is to divert traffic quickly and efficiently away from the M4 onto the Blue Route, in the event of an incident.

#### 7.4 The Creation of a ‘Newport Bypass’:

Notwithstanding the above, the Welsh Government makes no attempt to address the counter-argument that, far from significantly increasing competitiveness, a major highway to the south of Newport would act a Newport Bypass, and divert business away from the city centre, thus having a detrimental effect on the economy of Newport. This point was made by the Federation of Small Businesses in its evidence to the recent Environment and Sustainability Committee Inquiry into the M4 Relief Road.

#### 7.5 The Economic Costs of Congestion:

Whilst the RSPB concurs that there is likely to be an economic cost associated with congestion in the vicinity of Newport, the draft Plan's treatment of this issue is deficient, because the draft Plan asserts that the only way to satisfactorily address the issue of congestion is through the construction of a major highway to the south of Newport. As stated above, it provides no quantifiable evidence to support this assertion.

#### 7.6 Conclusion to this Section:

The above errors and overestimates are used in the draft Plan and previous consultation documents to construct an argument to the effect that traffic is increasing so rapidly on the M4 that all of the existing and planned measures referred to above, when added together will still be insufficient to outweigh this increase.

As we have shown above, this very questionable, because the Welsh Government's forecasts overestimate future use of the M4, by :-

- Making poorly-based assumptions about traffic use of the M4, based as they are on incorrect and/or out of date population, vehicle ownership and use, and price-signalling data.
- Underestimating the extent to which other non-damaging measures can exert downward pressure on traffic levels and congestion and incidents on the existing M4.

### 8. Reasonable Alternatives:

Please note that the following section should be read in conjunction with the RSPB's representation in respect of the SEA, at Question 5.

The RSPB considers that there are a number of Reasonable Alternatives to the Black, Red and Purple Routes pursuant to the SEA Regulations, and objects to the way in which they have been discarded and/or not factored into calculations as to whether they could form part of a Reasonable Alternative.

The Reasonable Alternatives referred to above could include inter alia any of the following, in any combination :-

#### 8.1. Completely New Measures/Projects not Referred to in the draft Plan:

Examples of these include inter alia :-

- The South Wales Metro, and
- The Blue Route

The RSPB welcomes the recent publication of a report by Emeritus Professor Stuart Cole, an eminent transport academic of the University of Glamorgan, in the academic journal, the Journal of the Chartered Institute of Logistics and Transport, with a non-technical version in the Journal of the Institute of Welsh Affairs. We consider that this alternative is a reasonable one pursuant to the SEA Regulations 2004. It is important to stress that, as set out in the RSPB's response to the SEA, these have emerged since the previous consultation, therefore they cannot, by definition, have been included into calculations as to the extent to which they will contribute to addressing the aims of the consultation (including the aim of protecting the environment)

#### 8.2. Complementary Measures referred to in the M4 CEM Programme Consultation but Unjustifiably Discarded:

The RSPB objects to the way in which some complementary measures referred to in the M4 CEM Programme Consultation were unjustifiably discarded.

The RSPB objects to the fact that the decision on the part of the Welsh Government to discard the number of alternatives, which we view as reasonable pursuant to the SEA Regulations 2004, was taken in the March 2013 WeITAG report. This document was not consulted upon, and it does not form part of the current consultation. Examples of discarded alternatives include Option C. Considering the gravity of the decision to discard these alternatives, treatment of the alternatives is very cursory and biased. The decision to discard option C was taken in one 8-line paragraph on page 65 of the March 2013 WeITAG Report.

Notwithstanding this, the March 2013 WeITAG report admits that Option C would, on its own, reduce traffic through the Brynglas Tunnels by approximately 9% upon construction, and by 4% 22 years later (by which time other transport and communication technologies would be far more prominent) , and scores it better from the point of view of biodiversity than Highway Infrastructure A, which is equivalent to the Black Route.

#### 8.3. Unknown Complementary Measures:

In any event the draft Plan does not set out a comprehensive list of measures which have been considered as part of the Do Minimum Scenario. Paragraph 3, page 25 states that the Do Minimum Scenario also consists of :-

‘a number of development proposals throughout Wales’ (emphasis added)

However, these are not listed and therefore it is not possible for the reader to arrive at an informed judgement as to whether such measures (which are by their nature and/or location likely to be non- or less-damaging than the Draft Plans' Preferred Option and Alternatives) would be sufficient cumulatively and synergistically to reduce congestion on the existing M4 to an acceptable level. This deficiency is exacerbated by the fact that the Welsh Government does not and cannot include any calculations to the extent to which these and other measures would have this effect.

In the absence of such calculations from the draft Plan or supporting documents it is difficult to avoid the conclusion that the Welsh Government has not carried them out, and the RSPB therefore objects to this.

#### 9. Consultation Issues:

##### Analysis of Consultation Responses:

In the analysis of consultation responses to the previous M4 CEM consultation held over the summer of 2012 it states that the consultation "resulted in public support for the provision of an additional high quality road to the south of Newport". However, from the summary of responses of the 437 people or groups who responded to the consultation question related to the M4RR, 128 supported it or a variation of it, plus 32 who afforded 'qualified support'.

We are also disappointed that a number of responses have apparently been afforded very little

consideration within the summary because they were submitted in response to a campaign.

#### 10. Accessibility:

We consider that every effort should be made to make consultations as accessible to the public as possible. We are concerned that the current consultation is not easily accessible. The formal consultation is comprised of nine detailed questions relating to the technical documentation of the draft plan, with only one opportunity for additional comments. We are concerned that the registration requirement and the detailed nature of the questions creates a barrier to public participation.

We welcome the initiative to hold public drop-in sessions to provide the public with information on the draft plan. Nevertheless are disappointed that the public are unable to verbally register their opinion at these events. We believe any representations the Welsh Government or the consultant Arup receive during the consultation period should be fully considered by Government as part of the consultation and be analysed as a formal response.

#### 11. Conclusion:

The RSPB thus urges the Welsh Government to withdraw the draft Plan and SEA, and replace it with a fundamentally redrafted version, using up to date and accurate data to underpin it. This would enable those with a legitimate interest in it to gain a thorough understanding of the present and likely future situation vis a vis the need for built construction works.

#### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see RSPB representation at Question 1.

#### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see RSPB representation at Question 1.

#### ***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see RSPB representation at Question 1.

## **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The RSPB objects to the M4 CAN SEA for the following reasons:-

Reasonable Alternatives:

Regulation 12 (2) (b) of the Environmental Assessment of Plans and Programmes (Wales) 2004 (hereafter referred to as the SEA Regulations), sets out a requirement for the SEA to consider reasonable alternatives.

The RSPB objects to the SEA's treatment of the issue of Reasonable Alternatives, for the following reasons:-

1. The SEA unjustifiably and unreasonably restricts its examination of reasonable alternatives to those examined by the Welsh Government in the draft Plan. The draft Plan SEA Glossary (page 2) defines reasonable alternatives as :-

'reasonable alternatives the draft Plan, being other options that the Welsh Government considers could solve transport related problems affecting the M4 Corridor around Newport' (emphasis added).

This is not in conformity with the SEA Regulations, because there is nothing in the SEA Regulations, or in the Welsh Government's SEA good practice guide 'A Practical Guide to The SEA Directive' 2005 which limits the breadth of the examination of reasonable alternatives to those proposed by the plan-formulator.

Indeed, this could not be the case, because for many plans or programmes no reasonable alternatives whatsoever are proposed by the plan or programme formulator. The SEA provides no evidence whatsoever in support of its limiting the breadth of examination of alternatives merely to those set out by the plan formulator, and the RSPB objects to this. The role of the SEA in 'Developing and Assessing Alternatives' merits a chapter in itself in the Welsh Government's 2005 Good Practice Guide.

As set out in the main body of this representation, there are a number of alternatives to a major highway south of Newport which are:-

- Reasonable pursuant to Regulation 12 (2), and
- Less- or non-damaging from the point of view of biodiversity

Please see the main body of this representation for examples of these. The SEA fails to set out why it has not considered them, and thus why it considers them unreasonable.

We remind the Welsh Government that the overall aim of the SEA Directive is :-

'to provide a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development' (Art 1)

In failing to properly examine the full range of reasonable alternatives, the SEA frustrates this aim, because in tacitly discarding non-damaging reasonable alternatives, it is facilitating significant damaging development, to which the draft Plan formulator himself ascribes the most negative score possible. The SEA further fails to contribute to the integration of environmental considerations into the preparation and adoption of plans because it fails to address those reasonable alternatives which would integrate the need to address congestion around Newport with biodiversity protection. Para 1 Appendix 6 of the Welsh Government Good Practice Guide states :-

'Only reasonable, realistic and relevant alternatives need to be put forward'

The RSPB considers that inter alia the above alternatives fulfil these criteria, and should be considered.

It is not a defence for the SEA to argue, as it does at paragraph 2, section 4.1, that such reasonable

alternatives were examined in previous stages of the evolution of the consideration of this issue, because a number of reasonable alternatives were not known at previous stages. These includes inter alia the "Blue Route" and the South Wales Metro. Please see the main body of this representation in respect of this matter.

Indeed, paragraph 3 page 5 refers directly to the South Wales Metro, merely in order to dismiss it out of hand, with no examination of the extent to which its provisions could contribute to the goals of the draft Plan, and therefore to what extent it could form part of a reasonable alternative. Given that the explicit purpose of the

South Wales Metro for example is to contribute to a modal shift away from the private car in an area including the environs of Newport, this is wholly unacceptable.

Thus the statement at bullet point 6, page 5 of Appendix B for example that it is a Key Issue that: -

'for a significant number of journeys on the M4 between Magor and Castleton there are no convenient public transport alternatives'

is an assertion which does not take into account the major and thoroughgoing advances in public transport envisioned by the South Wales Metro concept for example, which the Welsh Government is committed to supporting and funding.

Notwithstanding the above, the SEA further attempts to construct an argument to the effect that the reasonable alternatives

'have been developed in the in the context of previous.. consultation work undertaken'. (emphasis added)

However, this is not the case, because many consultees have consistently advocated the pursuit of further reasonable alternatives. The Welsh Government has made no attempt to address such advocacy, and has not even attempted to rebut it, but has merely continued to promote a damaging set of options. At the previous M4 CEM Programme stage, no consultation document addressing issues raised by respondents was produced, and the Participation Report in respect of that process merely tabulated and classified responses, without addressing their substance.

The RSPB therefore urges the Welsh Government to discard the current, deficient SEA (and draft Plan) and reformulate both to address the full range of reasonable alternatives, with a view to achieving a sustainable solution which both protects the environment and achieves the aims of the draft Plan.

## 2. Information to be Provided in the Environmental Report:

Regulation 12 (1) and Schedule 2 of the 2004 Regulations addresses the information to be provided in Environmental Report. Page 56 et seq of the Environmental Report addresses this issue. The RSPB considers that the ER is deficient from this point of view, and objects to it for the following reason :-

- All Routes are scored minus 1. Table 25 describes what this effect entails, from the point of view of biodiversity-

'Minor negative effects are likely to be limited to small areas within the M4 Corridor around Newport, or limited to small groups of people and receptors. Option would have a minor adverse effect on the environment but is not considered to be significant'.

However, the previous M4 CEM SEA scored Highway Infrastructure Option A (i.e. the Black Route) as the worst possible score (minus 2). The current SEA is thus deficient in this respect because :-

- The likely adverse impacts arising from a highway to the south of Newport, as set out in the main body of this representation mean that the effects will be large-scale, significant, permanent and irreversible, and cannot be adequately mitigated for or compensated for.

- Each of the Black, Purple and Red Routes involves the construction of several kilometres of major highway across a fragile wetland SSSI. This cannot be described as a 'small area'

- The draft Plan itself scores the adverse impact as being the most negative possible.

The previous M4 CEM SEA scored highway infrastructure Option A the most negative possible, stating that it :-

'would be likely to affect the whole, or large part of the M4 CEM Programme area. Also applies to effects on nationally or internationally important assets. The effects are likely to be direct, irreversible and permanent. The magnitude of the predicted effects will also be major'

- As set out in the main body of this representation, there would be additional cumulative and indirect effects which would very greatly increase the spatial scale, severity and longevity of adverse effects on the SSSI and Coastal and Floodplain Grazing Marsh Welsh Priority Habitat.

- Table 13 of the previous M4 CEM SEA states :-

'the scale, nature and location of the land take required would be likely to contribute to habitat fragmentation, degradation and loss'.

However, reference to habitat fragmentation, degradation and loss are wholly absent from the current M4 Corridor Around Newport SEA which merely states at Table 16 (page 56) :-

'to avoid severance of the SSSI's where it cannot be avoided (sic) the Route has been located on SSSI land that is currently developed or areas of SSSI that are allocated for development in land plans' .

The SEA is further not correct in stating that the line of the Black/Red/Purple Route has been located in locations for which the principle of development has been established by virtue of an allocation in an adopted development plan. The Newport Local Development Plan is proposing to delete some of the Newport Unitary Development Plan allocations on the SSSI. The Newport Local Development Plan is at a very advanced stage of formulation, with an adoption target date of December 2014, many years before any construction work would commence on a major highway to the south of Newport.

The 'Additional Comment' column further states:-

'if necessary, measures should be adopted to offset for residual adverse effects which cannot be avoided or further reduced'.

The Welsh Government is reminded in this respect that offsetting can only apply to levels in the nature conservation protection hierarchy below UK-nationally important. Offsetting is at the bottom of the established nature conservation hierarchy, and thus is a matter of last resort. The RSPB has shown that there is no need for a major road to the south of Newport, and that there are a number of less- or non-damaging reasonable alternatives pursuant to the SEA Regulations 2004, therefore the question of offsetting does not apply.

Thus it can be seen that no new research has been carried out, or new data deployed to justify the downgrading of the assessment of the environmental effects between the two Environmental Reports from minus 2 to minus 1.

It is instructive to note that the biodiversity sections of the Black, Red and Purple Routes in the draft Plan are virtually identical, supporting the RSPB's conclusions that they are all unacceptable from the biodiversity point of view.

The RSPB therefore objects to the lack of any justification for the downgrading of impact scores for the Black/Red/Purple Routes in comparison with those for Highway Infrastructure Option A of the previous M4 CEM Programme, and to the deficient way in which the issues of mitigation and cumulative assessment have been addressed by the SEA.

## 2.1 Mitigation:

The issue of mitigation is addressed on page 98 of the SEA. The RSPB objects to the way in which proposed mitigation is set out with regard to the Gwent Levels SSSI and Coastal and Floodplain Grazing Marsh Welsh BAP Priority Habitat, because none of the mitigation measures set out would reduce the adverse impacts on the above biodiversity resource to a level which would be less than

significant.

## 2.2 Cumulative Assessment:

The RSPB objects to the way in which the SEA addresses the issue of cumulative assessment, because it fails to consider the cumulative effects of the draft Plan on the Gwent Levels with those of the adopted Newport UDP or the emerging Newport LDP. This is in spite of the fact that both development plans are referred to in the SEA's Baseline Information Review, and the fact that the scoping advice received from Natural Resources Wales (a formal consultation body pursuant to the SEA Regulations 2004) required the Welsh Government to consider relevant LDPs (paragraph 3.6.1 NRW Scoping Advice).

Both of the above plans include a number of allocations or proposed allocations which are within or adjacent to the Gwent Levels SSSI and Welsh BAP Priority Habitat type.

In addition to these direct impacts, the SEA is deficient because it does not assess the cumulative impacts of the draft Plan with the indirect effects of fragmenting that section of the SSSI to the north of the Black/Red/Purple Routes and to the south of the existing settlement boundary of Newport, which the RSPB considers is vulnerable to development due to its "white land" status. The RSPB reminds the Welsh Government that at the Alternatives Sites stage of LDP formulation, Tata Steel set out in its representation its aspirations for developing that land to the north of the Black/Red/Purple Routes and advocated that the settlement boundary of Newport be redrawn to directly abut the northern edge of the Black/Red/Purple Route.

Organisation: Campaign against the Levels Motorway (CALM)

Postcode:

**Non fitting comments**

Non-fitting data

(Editor's note: text from email)

Subject: Campaign against the Levels Motorway Representation in respect of the M4 Corridor Around Newport December 2012

Please find attached a representation from the Campaign Against the Levels Motorway in respect of the above consultation. I would be grateful if you could acknowledge receipt via email. I would further be grateful if you would keep me informed in respect of developments in relation to this matter

(Editor's note: text from attachment)

CALM is an alliance of organisations and individuals who oppose the construction of a new road across the Gwent Levels. These include Wildlife Trust Wales, Friends of the Earth Cymru, RSPB Cymru and the Campaign for the Protection of Rural Wales, as well as many wildlife groups and community councils.

Summary

- CALM questions the need for construction of a major new highway to the south of Newport.
- CALM believes that the consultation document contains or relies on many flaws and unsubstantiated statements, including : -
  - = An incorrect assumption of continuing traffic growth
  - = Use of out of date or misleading data
- CALM believes that the consultation process has not been as inclusive or open as possible
- CALM objects to the Black, Purple and Red Routes, on the basis of:
  - = Irreversible damage to biodiversity, landscape and ecosystems
  - = Negative impacts on quality of life for residents
  - = Negative impacts for those who visit the Levels for recreation, tourism and relaxation
  - = Increases in greenhouse gas emissions
- CALM believes that both process and proposals run contrary to the Welsh Government's aspirations of employing sustainable development as its central organising principle.

Process and Consultation

There are many inherent flaws within this consultation. Much of the data used is out of date, and this is presented in a misleading manner that gives greater urgency to the traffic issues on the M4, and bias towards the construction of new infrastructure.

Assumption of Continuing Traffic Growth

The inherent assumption driving this consultation is that traffic levels and congestion on the existing M4 are rising and will continue to do so for the foreseeable future. It is unclear how this conclusion has been reached as no evidence is provided to support this, indeed Figure 4 shows a trend of broadly plateauing traffic flow, and levels are now lower than in 2004. There is no reason given as to why this trend of level/decreasing traffic should not continue, especially bearing in mind the advent

of major projects and programmes the explicit aim of which is to achieve a modal shift away from the private car, such as the South Wales Metro for example.

Furthermore, existing measures on the M4 and elsewhere in South Wales, such as the variable speed limit on the M4, the duelling of the A465 improved traffic information systems and improved public transport services, would only support this trend.

#### Misleading or Incorrect Information

The information about the environmental constraints within the area is incorrect. It does not indicate the area of Floodplain and Coastal Grazing Marsh, a Wales BAP Priority Habitat type, nor does it show landscape designations applied by Newport CC, such as the Special Landscape Area. Ancient woodland, which could be affected by air pollution as well as construction, is also not shown.

#### Goals of the Consultation

We are concerned that goal 10, 'Reduced greenhouse gas emissions per vehicle' would be addressed by changes to reduce low speed congestion and high speeding vehicles (free-flowing traffic at high speeds also produce significant emissions). But this goal does not measure modal shift to public transport or walking and cycling, nor does it capture savings made through more efficient travel, such as carshares. It is quite different from 'emissions per person kilometre'. Emissions per person kilometre will not capture the contributions of initiatives that reduce the need to travel, such as ICT improvements. None of this captures the carbon emissions as a result of infrastructure construction. Surely the goal should be to reduce greenhouse gas emissions arising from transport overall.

The goals set by the scheme are all transport related, with the environmental issues only applied within the appraisal of each alternative. The Welsh Government has broader legal responsibilities and aims that include protecting the environment, and promoting the health and wellbeing of the Welsh people. The impression given from this is that the environment is not a key consideration, and that any impact on the environment can be satisfactorily mitigated or compensated. This is not the case, as the potential costs to ecosystems is enough to rule out a major road to the south of Newport entirely.

#### Reasonable Alternatives:

Several measures were eliminated from the process in the March 2013 WeITAG Report, but we are unable to see how this was justified, as examination of them was cursory in the extreme, with discussion over the merits of Option C of the preceding M4 CEM Programme being restricted to one 8-line paragraph. CALM is extremely disappointed at this decision, probably the most important one to be taken over the entire process so far, was presented as a fait accompli, and not consulted on at all.

We consider that there are a number of measures, which, in combinations, constitute reasonable alternatives pursuant to the SEA Regulations, and are less- or non-damaging to the environment and especially to the Gwent Levels. These include, for example

- A public transport and SMART measures alternative, and/or

- The Blue Route: The Blue Route involves an upgrade of the A48 and the 'Steelworks Road' - a length of industrial roadway purchased by the Welsh Government in 2010 at a cost of £7.7 million. The roads could be reconstructed as a two-lane, dual carriageway at motorway standard and could be widened to a three-lane motorway at a future date if this is needed. The route would follow a line between the Magor Junction 23A to the east of Newport to the Tredegar Park Junction 28 to the west of the city. It would include innovative real-time signage, in order to maximise its potential as a relief road for the M4. It has been developed by eminent transport academic Emeritus Professor Stuart Cole.

Our Opposition to a Major New Road to the South of Newport

CALM objects to all of the Black, Purple and Red Routes.

## Biodiversity Interest

All of the proposed Black, Purple and Red Routes would cross through the Redwick & Llandeenny SSSI, Whitson SSSI, Nash & Goldcliff SSSI and St Brides SSSI, and cross the River Usk SAC. It would also pass close to the Magor Marsh SSSI and Newport Wetlands SSSI and NNR.

The area also supports significant numbers of priority species, some of which are protected from killing, injury or disturbance by European or national laws, and many of which are listed in the Section 42 list of Species of Principal Importance, local BAPs and various red lists (indicating high conservation concern and priority). These include otter, water vole, bats, shrill carder bee, great silver diving beetle, and rootless duckweed.

In addition to statutory sites, the route would also pass through or close to Sites of Importance for Nature Conservation (SINCs) and nature reserves owned by Gwent Wildlife Trust, which are open to the public. The whole of the Gwent Levels is considered to be one of Wales' best examples of Coastal and Floodplain Grazing Marsh, a Welsh Priority Habitat (also listed in the local BAPs).

The consultation gives the incorrect impression that damage to these invaluable sites, habitats and species, can be avoided through 'extra care', or compensated and/or mitigated in some way. The adverse impacts are likely to be direct habitat loss, disturbance, pollution, increased road kills and loss of ecological connectivity. Compensation/offsetting should be a last resort rather than a means of justifying damaging activities, and to suggest that compensation proportional and equivalent to the likely losses can be achieved is at best naive, especially as we consider that the case for a major road to the south of Newport has not been made. How could an area of floodplain grazing marsh, the size of the footprint of a more than ten kilometer dual carriageway, with its associated rare flora and fauna, possibly be recreated, and where would such a habitat be created?

Under the Habitats Directive (1992), amended by the Conservation of Habitats and Species Regulations 2010 member states are required to encourage the management of features of the landscape that are of major importance for wild flora and fauna - as this includes stepping stones and wildlife corridors, placing a major obstruction within the landscape contradicts this requirement. Improving ecological connectivity within the landscape is the main aim for many conservation programmes, including the Welsh Government's own Networked Environment Regions report, for which the Gwent Levels was a case study. Placing a barrier of this scale is likely to have serious and irreversible impacts on the species and habitats of the Gwent Levels.

The Wales Spatial Plan 2008 also places great importance on the Gwent Levels as a multifunctional, strategic environmental resource at the Regional level, stating at para 19.37 :-

'The Capital Region has much to offer in terms of a first-class quality of life and this needs to be protected and enhanced by:

- Protecting environmentally sensitive areas, such as the Gwent Levels, identifying opportunities to restore and create other sites which will safeguard the Area's biodiversity'

## Landscape and Ecosystem

The Welsh Government is committed to employing an ecosystem approach to environmental regulation and management. This means considering natural systems and the services they provide as a whole in decision-making. The Gwent Levels provide numerous ecosystem services: agricultural products, biodiversity, water provision and quality regulation, flood alleviation, aesthetic and cultural services, recreation, health and wellbeing, education and tourism. Some of these services can be valued economically, and using the UK National Ecosystem Assessment (2011) we can estimate that, in addition to their intrinsic value the Gwent Levels are, according to this approach, worth at least £67,665,312 per year (Editor's note: footnote 1) This does not include income from tourism or recreation, or the education services provided at Magor Marsh and Newport Wetlands. Construction of a major highway to the south of Newport would devalue these services significantly, and will negatively affect the functioning of the wetland ecosystem, and fails to acknowledge the Welsh Government's own aim of protecting healthy ecosystems. The Welsh Government is reminded that the UK Government's own research indicates an overall benefit to cost ratio of SSSIs of 9:1.

The Gwent Levels are important as a Landscape - they are designated as a Landscape of Outstanding Historic Interest, and classified as Outstanding in terms of history, culture and habitat by LANDMAP. Given that the proposals would be at complete variance to the landscape, visually intrusive and damaging to characteristic features, the impact of a major new road to the south of Newport on the Heritage and Landscape of the Levels is likely to be a large negative impact. The RSPB and Gwent Wildlife Trust have identified the area as a Futurescape and Living Landscape respectively, meaning that both organisations recognise the significance of the landscape for people and wildlife, and are committed to its protection and enhancement at the landscape scale.

The consultation fails to recognise the full impact of the draft Plan and its alternatives on the people and communities on the Gwent Levels. This includes people who visit the Levels to enjoy the stunning wildlife or excellent recreation opportunities as well as those who live there who currently enjoy the peace, tranquillity and beauty of the area. With reference to the ecosystem services mentioned above, people significantly benefit from the Gwent Levels in terms of their health and wellbeing. A study carried out by DEFRA(Editor's note: footnote 2) show that people place value on the existence of SSSIs and their conservation interests, as well as the ability to visit them. The study also demonstrated that the public is willing to pay to protect SSSIs and their wildlife and geology-it is estimated that the public is willing to pay £128m for the benefits currently provided by SSSIs in Wales.

#### Fuelling Climate Change

The draft Plan is therefore extremely damaging in terms of greenhouse gas emissions, and the least sustainable in climate change terms. It is incorrect that greenhouse gas emissions are assessed to be a positive (+) in the proposals, especially if the emissions arising from construction were to be included.

#### Additional Impacts

We are also concerned that a new road would provide incentive for increased, unsustainable and environmentally damaging development to the south of Newport. The SSSIs to the north of the new road would become subject to severe development pressure, with the added risk of infill development leading to further degradation. The new road would become, in effect, the new city boundary, losing large areas of countryside, and surrounding the city with polluting, noisy roads.

#### Sustainable Development

The Welsh Government's 'central organising principle' is Sustainable Development. This is a golden thread that should weave its way into all decisions. However, if a major new highway through the nationally protected green lung of Newport will mean that the Welsh Government's Sustainable Development duty will have failed.

Sustainable development does not mean compromising the environment, at a huge cost, for a possible, perceived economic benefit. Instead, the Government should be looking to solve problems in ways that deliver net benefits socially, economically and environmentally. Sustainable development, according to the Welsh Governments own reports, involves making decisions using long term thinking, integration, based on best available evidence, working across boundaries, focussing on prevention and using engagement and involvement - many areas where this consultation fall short. Therefore, true sustainable development would be to not take this draft Plan.

#### Gwent Wildlife Trust References

(Editor's note: text from footnotes )

(1) Morris, J. & Camino, M. (2010) Economic assessment of Freshwater, Wetland and Floodplain ecosystem services. UK National Ecosystem Assessment, Cranfield University, Cranfield, as cited in UK National Ecosystem Assessment (2011) The UK National Ecosystem Assessment: Technical Report. UNEP-WCMC, Cambridge.

#### Technical workings:

Default average value of UK coastal wetlands £1,856/ha/yr

Average value of service where present (addition to default value) (£/ha/yr)

Biodiversity - 2,786 Water quality - 2,676 Surface and groundwater - 16 Flood control - 3,730 Amenity/aesthetic - 2,080

Water quality - 2,676

Surface and groundwater - 16

Flood control - 3,730

Amenity/aesthetic - 2,080

Biodiversity - 2,786 Water quality - 2,676 Surface and groundwater - 16 Flood control - 3,730 Amenity/aesthetic - 2,080

Combined area of Gwent Levels SSSIs: 5148ha

Gwent Levels estimate: £67,665,312 per year

This is an estimate based on UK averages, with this assumption that these stated ecosystem services are provided by the Gwent Levels. As this calculation does not use specific figures for the Gwent Levels and does not include additional services that may be provided by the Gwent Levels such as tourism, recreation and contributions to education and health and wellbeing, the value may be higher than estimated. Note that some ecosystem services, such as cultural services, are very difficult to value in economic terms.

(2) GHK Consulting Ltd, in conjunction with Dr Mike Christie of Aberystwyth University, ADAS, IEEP, Rick Minter and the Research Box (2011) Benefits of Sites of Special Scientific Interest (Final Report) DEFRA

Organisation: Natural Resources  
Wales (South Operations Directorate)

Postcode: CF24

**Non fitting comments**

Non-fitting data

Subject: Natural Resources Wales response to Welsh Government's consultation on the draft M4 Corridor around Newport plan

Please find attached Natural Resources Wales' response to Welsh Government's consultation on the M4 Corridor around Newport draft Plan. Please can you confirm receipt.

Colleagues in our Governance Directorate sent you responses to the Strategic Environmental Assessment (SEA) Environment Report and work to inform a Habitats Regulations Assessment (HRA) on Friday 13 December 2013.

(editor's note: text from attachment)

M4 Corridor Around Newport - Natural Resources Wales' Response to the Draft Plan Subject to Public Consultation Between 23 September 2013 and 16 December 2013

Thank you for giving Cyfoeth Naturiol Cymru / Natural Resources Wales the opportunity to respond to the Welsh Government's consultation on the draft Plan 'M4 Corridor around Newport', ('the draft Plan') as part of the public consultation between 23 September 2013 and 16 December 2013. Our purpose is to ensure that the natural resources of Wales are sustainably maintained, used and enhanced, now and in the future.

This letter is in response to the consultation on the draft Plan which, if implemented, would lead to a new motorway or dual-carriageway being built to the south of urban Newport, with the aim of addressing congestion issues on the existing M4 through Newport.

The Governance Directorate of Natural Resources Wales will be responding separately to the consultation on the Strategic Environmental Assessment (SEA) Environmental Report and the work to inform a Habitats Regulations Assessment (HRA). Natural Resources Wales will not be responding to the Health Impact Assessment or Equality Impact Assessment.

1. Summary of Natural Resources Wales' Position

Natural Resources Wales notes that the draft Plan Consultation Document states that the M4 Motorway between Magor and Castleton does not meet modern motorway design standards and that there are issues with traffic congestion which worsen at times of peak travel and as the number of users on the network has increased.

However, we recommend that the Welsh Government should consider whether the adoption of this draft Plan, which would lead to the construction of the preferred Black Route or either of the two alternatives (the Red or Purple Route), is the most sustainable solution to ease the traffic congestion issues.

This view is given for a number of reasons and in the expectation that the Welsh Government would wish to demonstrate an exemplar approach to its Sustainable Development duty:

- it is unclear how earlier policy initiatives and statutory processes have been concluded, including the Corridor Enhancement Measures (CEM);

- the need to consider how wider ongoing transport policy initiatives would affect the apparent need for such a road scheme;

- the construction and operation of a new road, as envisaged in the draft Plan, would lead to a wide range of adverse environmental impacts. We are unable to advise, given the level of detail provided at this strategic level of consultation, whether all of these impacts could be fully avoided, reduced,

mitigated or compensated, in accordance with statutory requirements. These concerns are raised with respect to impacts in relation to designated sites, Water Framework Directive, historic and active landfill sites, protected species and landscape; and

- proposals should be considered in light of the full scale of likely environmental impacts, which would arise from the carrying out of one of the draft road scheme options (the Black, Red or Purple Route), as there is no consideration, within the draft Plan consultation, of wider associated and ancillary development, including junctions.

Further detail on these and other points is given below:

## 2. Draft Plan Overview

Our understanding is that the main element of the draft Plan is the provision of a section of three lane motorway between Junctions 23 and 29 through south Newport. It is shown as the Black Route and would also include the following Complementary Measures:

- Re-classify existing M4 between Magor and Castleton;
- M48 - B4245 Link;
- Provide cycle friendly infrastructure; and
- Provide walking friendly infrastructure.

This consultation document also provides information on what are described as two reasonable alternatives to the draft Plan. They are the Red Route, which is a dual carriageway and the Purple Route, which is a three lane motorway. Both routes would also have complementary measures. Both the Red Route and the Purple Route differ from the Black Route for less than half of their overall lengths, with the key differences, from a Natural Resources Wales perspective, being slightly different crossing points of the River Usk, differing routes over Docksway Landfill site, and slightly differing routes through the Gwent Levels: St Brides SSSI. A Do Minimum scenario considers the consequences of doing nothing above what is already planned, ie recent network modifications (such as the Junction 24 improvement, the Variable Speed Limit system, and the Steelworks Access Road) and any committed schemes (such as the Junction 28/Bassaleg Roundabout/Pont Ebbw Roundabout improvement).

The draft Plan does not consider ancillary or associated development, for example developments associated with any junction. Such proposals are likely to result in wider adverse environmental impacts. These impacts could be significant enough to alter the results of the appraisal and increase the overall adverse impacts on the environment. These additional impacts are likely to arise within the Gwent Levels SSSIs, an area also subject to flood risk and with requirements to fulfil Water Framework Directive (WFD) objectives.

The draft Plan notes that discussions and consultations have occurred with us and other relevant bodies. However, it is unclear how our previous advice has been taken into account in producing the draft Plan. We therefore recommend that an explanation of how such advice has been taken into account in the development of the draft Plan should be published as a supporting document with commentary.

## 3. History of Work on the M4 Corridor around Newport

It is unclear to us how the Welsh Government took the decision to move to considering new road options before the apparent conclusion of the preceding CEM work.

Prior to the creation of Natural Resources Wales, the Countryside Council for Wales (CCW) and Environment Agency Wales (EAW), were providing input to the CEM work and its accompanying SEA and HRA.

As stated in the legacy EAW body response (dated 10 December 2012, ref: SE/2012/115973/02-L01) to the SEA Environmental Report of the CEM, we would expect to see an explanation of how the SEA has informed the M4 CEM Strategy and Options and a decision on the Preferred Strategy and final Option. We, as Natural Resources Wales, are not clear how that work was concluded as

we have not been party to any subsequent decision making.

We are aware that both the M4 CEM WelTAG Appraisal Report (Stage 1 Strategy) and the M4 Corridor around Newport WelTAG Stage 1 (Strategy Level) Appraisal Report have commented that a road scheme south of Newport should be appraised further. However, we advise that whilst the WelTAG approach is an internal Welsh Government appraisal tool, this approach does not negate the need for the statutory SEA and HRA processes. The SEA process should inform the development of the final plan or programme, as part of an iterative process.

It therefore appears that there is a gap in statutory processes and no clear policy rationale for pursuing a new M4 road scheme option. We therefore recommend that a clear statement is made showing how the SEA process to date, as well as linkages to wider Welsh Government Strategic Transport Policy (including the National Transport Plan and the Wales Infrastructure Investment Plan), has influenced the options set out in the draft Plan.

We advise that this is done in order to provide clarity on how the SEA process has influenced the Options set out in the draft Plan that is the subject of the current consultation.

#### 4. Sustainable Development Perspective

##### Legislative Changes

We recommend that in taking an exemplar approach, and in the context and spirit of new legislative directions, the Welsh Government should consider its wider duties, including those related to sustainable development, when developing the current proposals.

The Welsh Government is currently developing legislation including the Environment Bill, the Planning Reform Bill and the Future Generations Bill. The Active Travel Act has recently been given Royal Assent. One of the likely outcomes of the Environment Bill will be to enable Natural Resources Wales and others to manage Wales' natural resources in an integrated way, a process known as the Ecosystems Approach. Our view is that it would be beneficial for the spirit of these Bills to be applied to the draft Plan, as any project level proposals for changes to the M4 Corridor in Newport would be taken forward in the context of these new Acts.

##### Relationship to Wider Ongoing Transport Policy Initiatives - South East Wales Metro System

The draft Plan states that appraisal of public transport measures has been omitted because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales, which focuses on a rail and tram integrated network. We draw your attention to comments made in the report 'A Metro for Wales' Capital City Region connecting Cardiff, Newport and the Valleys' produced by Mark Barry, Cardiff Business Partnership. This report identifies a survey undertaken by Cardiff County Council in 2009. This survey estimated that in a working day there are approximately 360,000 car based passenger journeys to/ from/in Cardiff during a 12 hour period for all journey purposes. In contrast only 40,000 train based journeys were counted. The analysis indicates a car to train ratio of nearly 10:1. One of the identified benefits of a metro system is the delivery of a modal shift ratio of perhaps 4:1 (car to train use). We therefore suggest that such findings may influence the evidence presented relating to problems, aims and goals for the M4 around Newport consultations and inform decisions made on sustainable options.

We also consider that transport measures, aimed at reducing traffic use of the M4 in South East Wales, should be looked at in a wider context than simply a South East Wales Metro system, with consideration broadened to include initiatives to transfer road freight to rail, buses, existing rail and car share schemes.

##### Sustainable Options

As mentioned above, it is unclear, without the conclusion of the earlier statutory assessments for the broader suite of measures, how this proposal has been determined to be the most sustainable option. We believe that the most sustainable solution for the M4 corridor issues can only come from a coordinated assessment of a range of potential measures including sustainable transport options.

It is unclear from the draft Plan, how the different aspects of sustainability (economic, social and

environmental) have been considered in an integrated way, an intrinsic requirement of sustainable decision making. The undertaking of a (non-statutory) Sustainability Appraisal would have provided the framework to set out this consideration.

The draft Plan consultation refers to how the existing M4 contributes to poor air quality arising from congestion. This section also states 'for a significant number of journeys, there are no convenient public transport alternatives to the car'. Whilst this may be the case, given current available transport infrastructure, Natural Resources Wales would have expected proposals which addressed the M4 corridor issues to include a modal shift to sustainable transport options. This would align to wider WG policies and legislation, such as the Climate Change Strategy for Wales (2010) and the Active Travel Act (2013).

We also note the reference to 'a perception that traffic congestion is a constraint to economic development in South East Wales'. We believe that it is essential that the Welsh Government develops evidence-based policies and plans.

## 7. Problems, Aims and Goals

We note that this section describes problems, aims and goals identified through stakeholder engagement as part of the M4 CEM Programme process. We note and welcome the aspiration to produce positive effects overall on people and the environment; and some of the environmental type goals, for example: to improve air quality in areas next to the M4 around Newport; reduced disturbance to people from high noise levels from all transport modes and traffic within the M4 Corridor; and reduced greenhouse gas emissions per vehicle and/or person kilometre. However, we would also expect the aims and goals of any M4 Corridor around Newport Plan to include aims and goals relating to improvements to landscape and townscape, biodiversity, tranquillity, flood risk, soil and the water environment, alongside overall improvements to greenhouse emissions from carrying out the project as a whole - both during the construction and operational phase.

## 8. Appraisal Criteria

We acknowledge that the Black, Red and Purple Options score highly against economic and social objectives and against the WelTAG criteria and goals of the M4 Corridor. Such findings may alter should development proposals progress and as they become better informed by evidence. Subsequently the amended appraisal could alter Natural Resources Wales' position. We also reiterate our earlier comment that the WelTAG process should not be seen as a substitute for the statutory requirements of SEA and HRA. We also recommend that the proposals are assessed in accordance with wider policy and legislative aims and duties, such as the Tackling Poverty and Climate Change Strategy, as well as the developing Future Generations Bill, Environment Bill, and Planning Reform Bill, and the Active Travel Act.

### 8.1 Greenhouse Gas Emissions

We note that the appraisal states that there would be an overall reduction in greenhouse gas emissions, due to reduced congestion, from any of the schemes. We note that the text also states 'However, it is not clear whether the additional road capacity would lead to an overall increase in emissions in the longer term.' We suggest that this is a key uncertainty which should be investigated further, looking at evidence from equivalent road schemes; to ensure that there is clarity about the impacts of the scheme on greenhouse gas emissions. In addition we would recommend that any consideration of greenhouse gas emissions should consider the overall greenhouse gas emissions from the scheme as a whole - including all emissions arising during the construction phase. This may change the appraisal rating overall for all three road scheme options.

Overall we note that there appears to have been no consideration of climate change factors, including minimising factors which contribute to climate change and adapting to climate change impacts. We recommend that this is corrected to include consideration of how any road scheme would adapt to the impacts of climate change, including:

- making transport infrastructure climate proof;
- increasing flood defences where necessary; and

- raising awareness about its effects.

This approach is a key long term outcome of the Wales Transport Strategy and delivered through the National Transport Plan.

## 8.2 Landscape and Townscape

We would agree with the appraisal of adverse effects on landscape and townscape for all three routes, but would query why the Red Route has been given a moderate adverse appraisal when the other two have been given a large adverse appraisal, as no evidence is presented to justify the difference in appraisal rating. We request further detail as to how these differing assessment results were arrived at.

## 8.3 Biodiversity

We agree with the appraisal of biodiversity impacts as being large adverse (that is, the most significant adverse) for all three new road options. As previously noted, the fact that ancillary and associated development has not been included in the appraisal to date means that the scale of biodiversity impacts would only increase.

With respect to the Gwent Levels SSSIs the Red Route is the 'least worst' of the three new road alternatives. This view is given as it would lead to the least severance of the existing drainage system of the Gwent Levels: St Brides SSSI and as a dual carriageway would have a slightly smaller permanent footprint than a three-lane motorway. Its alignment to the north of the railway line would also be preferable.

However, for the majority of the length of all three options the alignments are exactly the same and therefore would have a similar level of adverse effect on the suite of Gwent Levels SSSIs. We are therefore of the view, from the strategic level of information provided at this stage, that all three alignments would have significant adverse effects on the Gwent Levels SSSIs.

We welcome the fact that in figure 10 the route alignments are shown on the same plan as the relevant SSSI boundaries. However we draw your attention to the omission of the Gwlyptiroedd Casnewydd/Newport Wetlands SSSI boundary from figure 10 and therefore the requirement to consider potential impacts on this site in your overall considerations

We would query the quoted direct loss of Gwent Levels SSSI hectareage and request detail as to how these have been derived. Our view is that these figures are likely to have been underestimated. In addition, impacts to these SSSIs will not just arise from direct area loss, falling within any road footprint. Indirect effects, on both water quantity and water quality could arise as the entire drainage system of the Caldicot Level and Wentlooge Level respectively is hydrologically linked.

We remind the Welsh Government, as the statutory undertaker with respect to any M4 related road scheme around Newport, of its responsibility, under the Wildlife and Countryside Act 1981 (as amended) and carried through into Welsh policy through Planning Policy Wales and Technical Advice Note (TAN) 5 on Nature Conservation and Planning, to ensure that effects on SSSIs are avoided, or at least minimised and that in addition, reasonable steps should be taken to further the conservation and enhancement of SSSIs.

These will be crucial considerations should a road scheme be promoted, in any detailed routing and design phase, but we recommend that these principles are considered now, given the appraisal of biodiversity impacts being large adverse.

Whilst we acknowledge that other, much smaller scale developments have been allowed to proceed within the Gwent Levels SSSIs, the levels of mitigation and compensation which would be required in taking forward any of the three new road alignment cases is unprecedented. We are therefore unable to advise at this stage whether sufficient mitigation or compensatory measures could be provided to satisfy us with respect to adverse impacts on the Gwent Levels SSSIs. We would also point out that it will be necessary to first consider steps to avoid and reduce impacts to the SSSIs prior to considering mitigation, and then finally compensation.

These points are also of relevance to the River Usk, both a SSSI and a Special Area of Conservation (SAC). The SAC designation also brings a requirement to undertake HRA, on any

plan, programme or project likely to have a significant effect on a European site. We therefore refer you to Natural Resources Wales' separate response, sent from our Governance Directorate, in relation to your HRA work. Please also refer to Natural Resources Wales' comments with respect to the HRA work on other European designated sites in the vicinity of the draft Plan road scheme options.

Wider biodiversity considerations include protected species. At this strategic level, no detail has been provided with respect to protected species. We cannot therefore advise on the significance of likely impacts on protected species of the carrying out of a road scheme in this locality. However species likely to be affected include those protected at a European level (otters, great crested newts, bats and dormice) and those protected at a national level (badgers, watervoles and breeding birds).

For advice with respect to local biodiversity considerations, we refer you to both Newport City Council and Monmouthshire County Council.

## 8.4 Heritage

Our comments here are restricted to the historic landscape. We refer you to Cadw and the Glamorgan Gwent Archaeological Trust (GGAT) for advice with respect to listed buildings, scheduled ancient monuments and archaeology.

We would query the moderate adverse appraisal for all three road schemes with respect to historic landscape, given that all three routes pass through the Registered Gwent Levels Landscape of Outstanding Historic Interest in Wales for much of their length, and therefore a material consideration in any planning decision, through Planning Policy Wales. The area represents one of the very few reclaimed landscapes in Europe that still retains much of its traditional character and elements. The Gwent Levels result from historic land reclamation and drainage and this culturally constructed landscape forms the basis and origin of the nationally significant ecosystem.

We recommend that the appraisal conclusion should be large adverse for all three route options.

## 8.5 Water Environment

### 8.5.1 Water Framework Directive

We advise that any project level road scheme in this area would need to seek to manage the water environment as a whole, in the context of the WFD, the aim of which is to achieve an integrated system of water protection, improvement and sustainable use. We recommend that appraisal at this strategic level should therefore be undertaken in the context of WFD requirements.

In this context all aspects of water, including water quality, quantity and flow (surface and groundwater), water supply and capacity, wastewater treatment and flood risk; and their impacts, for example, on biodiversity interests are relevant. This is particularly pertinent in the context of this draft Plan due to its location on the Gwent Levels, River Usk and River Ebbw and close proximity to the Severn Estuary.

Changes to both hydrological and hydrogeological regimes would need to be monitored as part of any scheme development. We would request that changes and risks are considered and quantified in future appraisals. The risk of changes in the hydrological regime from a low flow perspective and potential sedimentation impacts should also be considered as potential effects in your Appraisal.

Transport schemes may produce priority hazardous substances such as cadmium, zinc, copper, mineral oils and organic pollutants. The requirements of the WFD seek to prevent the deterioration in the status of water bodies. All bodies of surface water and groundwater are to achieve good status by 2015; and discharges of priority hazardous substances (the most toxic substances discharged to waters) must cease by 2020. The Severn River Basin Management Plan (RBMP) requires the restoration and enhancement of water bodies to prevent deterioration and to promote recovery of water bodies. The baseline condition for 'Water Quality' should include both surface and ground waters.

Were this draft Plan to proceed to any project for a new road, appraisal in the context of WFD would

be required, and we can provide further detail at the appropriate time. We point out that, as with designated sites, it will be a project requirement to deliver enhancements with respect to the water environment and overall to not lead to a detrimental effect on the status of any affected water body.

In the appraisal, reference has been made to catchments through which the road passes. We recommend that the section relating to the River Usk is expanded. The River Usk (tidally influenced) is of moderate ecological status and it is envisaged that this river will achieve good ecological status by 2027. You should also be aware that a stretch of the Monks Ditch fails WFD standards. Any adverse impacts from surface water runoff, which enters the reën system, must be offset. Currently, the groundwater bodies are classified as being good chemical and quantitative status.

We recommend that impacts on other relevant Main Rivers are also considered, including the River Ebbw. Although this watercourse is not designated as a protected ecological site it is classified as a Main River, and the potential effects on the River Ebbw and other watercourses should be considered further. Main Rivers are defined as watercourses marked as such on a Main River map and are the watercourses where Natural Resources Wales has the power to undertake flood risk management works and are the consenting body for others proposed works.

Where plans propose projects that are likely to cause deterioration or failure to meet Good Ecological Status/Good Ecological Potential (GES/GEP) then this effect should be identified. Alternative options or mitigation should also be considered to avoid impacts to WFD objectives.

#### 8.5.2 Water Resources and Water Features

We recommend that the local water authorities are consulted on the proposals to ensure the proposals will not impact on public water supplies. It is possible that unlicensed abstractions exist within the vicinity, particularly for domestic and/or agricultural use, which we may not be aware of. It is the responsibility of the applicant to locate these abstractions. The locations of private domestic sources may be held by a local authority.

#### 8.5.3 Flood Risk Management

We agree with the Appraisal findings that the draft Plan options could lead to adverse effects on flood plains and areas of flood risk. There would therefore need to be a significant level of appraisal if any road scheme were to be progressed. However at this stage you will need to assure yourself that you would be able to demonstrate that the risks and consequences of flooding - to people, property natural heritage and the road scheme itself - are acceptable over the lifetime of the development (also noting our earlier comments with respect to climate change), as part of a Flood Consequence Assessment (FCA). The FCA must be compliant with Planning Policy Wales, Technical Advice Note (TAN) 14 and TAN 15 and demonstrate that there are no unacceptable risks to third parties, through increased flood risk elsewhere. We recommend that you seek further advice from ourselves on assessment and modeling requirements, if a road scheme option is taken forward.

We suggest that with regard to tidal flood risk, existing infrastructure, mainly south of the Newport area is protected against tidal inundation. In assessing the risks and consequences of flooding, to people, property and natural heritage the application of climate change factors may result in tidal breach/overtopping of the sea defences. In proposing a new motorway and associated works, the risks of flooding must be assessed using breach/failure of the existing defences, which mainly comprise embankments and wave return walls in certain exposed areas, including on the Caldicot Levels. This could also have an impact on the effective conveyance of fluvial flood flows from the north that discharge into the extensive reën network on the Caldicot Levels (south of the proposed route), which ultimately discharge into the Severn Estuary.

We also refer to a report by the Environment Agency 'Managing Flood Risk on the Severn Estuary - South East Wales' dated January 2011. This 'aspires' to maintain the existing flood defences along the coastline over the next 100 years to keep pace with climate change. It is important that these sea defences are not relied upon in any Scheme design because it cannot be guaranteed that the aspirations in this Strategy will be implemented in the future. Such aspirations are dependent on the economy, our priorities for providing flood defence infrastructure throughout Wales and future funding available to construct such schemes.

It is possible that any new road option could be designed to act as a secondary scheme to alleviate the risks and consequences of flooding - if this were to be possible, the Black route would provide this additional protection to a larger area of eastern Newport (to the East of the River Usk). As previously mentioned, any design would need to be subject to FCA and be able to demonstrate that flood risk is not increased elsewhere.

We point out that any works that affect statutory Main Rivers, including the River Usk, River Ebbw and Monk's Ditch would require Flood Defence Consent from NRW under Section 109 of the Water Resources Act 1991.

We also recommend that further advice with respect to flood risk and drainage is sought from the lead local flood authorities and the Caldicot and Wentlooge Levels Internal Drainage Board.

#### 8.5.4 Drainage

While the appraisal considers changes to the hydrology of catchments through which the road passes, the potential impact of additional hard-standing and drainage systems on local watercourses and drainage reens could also have been identified. We note and welcome that the effect of increased flood risk as a result of run off has been identified in the appraisal. However, in accordance with best practice we would expect the draft Plan to identify that, were a road scheme to be progressed, surface water run off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (known as SUDS).

### 8.6 Soils

#### 8.6.1 Contamination

The appraisal in relation to soils does not include consideration of potential impacts arising from the crossing of Docks Way Landfill site. We recommend that the appraisal is amended to include this consideration, as there are likely to be significant issues arising from any road crossing of the landfill sites.

This landfill is regulated by Natural Resources Wales under two Environmental Permits, one for the closed landfill area immediately to the south of the existing A48 Southern Distributor Road and the other for the operational landfill further south and bordering the River Ebbw. Variations to these Environmental Permits would be required if any road scheme were to be taken forward which crossed either of the site boundaries.

We have previously recommended a detailed study of the potential impact of carrying out a new road scheme on the Docks Way Landfill sites. Likely issues to arise include, but are not limited to, landfill gas collection and use, leachate retention and collection, stability of the existing landfill cells, contamination of local groundwater and the long term impact upon continued operation of the installation or the managed closure.

At this strategic stage, and therefore in the absence of this detailed technical study, we are unable to advise whether adverse environmental impacts on controlled waters, designated sites, protected species and wider biodiversity issues could be avoided or acceptably managed. We would be pleased to provide further advice at the appropriate time.

In addition, there are other sites with potential soil contamination, which would need to be considered during any further studies:

- areas of landfilling to the south of Llanwern Steelworks;
- historic Landfills in the area around Newport Docks and the banks of the River Usk;
- historic Landfill (the Sloblands) at the Alphasteel site on the east of the Usk;
- SIMS metals operations in the Docks; and
- Llanwern Southside of Queensway Landfill.

#### 8.6.2 Waste Management

The draft Plan makes no reference to the management of waste during any construction phase. We recommend that further advice is sought from us, were any scheme to be progressed. At this strategic stage we would note that, due to historic land contamination, significant volumes of material would be unsuitable for reuse and therefore a strategy would be required to ensure the safe disposal or treatment of these wastes on or offsite.

## 9. Next Steps

We note from the consultation that once the draft Plan consultation has ended, a Participation Report will be prepared and Welsh Government will then decide whether to adopt the draft Plan, with or without amendments.

Without prejudice both to Welsh Government's decision on whether to adopt the draft Plan and to Natural Resources Wales' view on the draft Plan, we would welcome early dialogue on the extent and scope of environmental surveys.

Natural Resources Wales has already recommended that surveys required as part of any project level assessment should be identified and programmed early, given that much of this work would need to be undertaken over more than one year. This would need to include updated ecological, water features and fisheries surveys. The undertaking of such surveys and assessment work should be considered in the context of a potential conflict between timescales to gather the required survey information and the likely overall timescales should a project be progressed. We have offered early support in developing a survey programme, without prejudice to the Welsh Government's decision on whether to adopt the draft Plan.

Our advice and comments may alter as more details become available and we reserve the right to amend our position. Please be aware that any advice and comments made by Natural Resources Wales within the consultation process should only be considered in the context of the regime within which they fall and should not be construed as having any bearing or binding effect on other regulatory processes.

We trust our advice and comments are of assistance and will be taken into account in your decision making. Please do not hesitate to contact (editor's note: personal details removed) in the first instance if you wish to discuss our response.

Organisation: Natural England

Postcode: BS1

***Non fitting comments***

Non-fitting data

Thank you for your consultation regarding the above. I attach Natural England's brief comments and a feedback form in case you have time to video or web conferencing.

M4 Corridor around Newport Public consultation  
Draft Plan with associated Strategic Environmental Assessment (SEA), Habitat Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equality Impact Assessments (EqIA)

Thank you for your consultation on the above dated 20 September 2013 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Based on the information provided, Natural England would not expect the proposed works to affect any national or European protected sites within England. We therefore have no comments that we would wish to make at this time.

We are aware that Natural Resources Wales (NRW) is providing advice to the Welsh government on the potential environmental effects of the proposed works; including with respect protected sites and landscapes. Should NRW identify potential effects on designated sites within England, we would be pleased to comment further.

For any queries relating to the specific advice in this letter only please contact (Editor's note: personal details removed). For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

(Editor's note: Feedback form about Natural England's service in attached PDF)

Organisation: Gwent Wildlife Trust  
(organisation response)

Postcode: NP25

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Gwent Wildlife Trust wishes to object to the Draft Plan incorporating the Black Route and complementary measures for the following reasons:

We believe the plan will cause irreversible gross damage to the Gwent Levels. The motorway would cut through 4 of the Gwent Levels SSSIs and the River Usk SAC. The proposal would destroy 5 miles of the SSSI under the footprint of the development. In addition, the remaining parts of the SSSI will be fragmented causing serious problems for animal and plant populations cut off and isolated by the motorway, reducing the gene pool and subsequently leading to dramatic population decline. There would be a considerable increase in background levels of pollution as well as the risk of larger pollution incidents, and mobile animal species such as the otter and water vole, already the UK's most threatened mammal, will be unable to make use of large areas due to the barrier the road will create.

The Gwent Levels is a very special area in Wales and is important for a number of reasons. The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain. The flood plain and coastal grazing marsh is a Biodiversity Action Plan priority habitat. It is the largest area of its kind in Wales, of acknowledged UK-wide significance for its wildlife and archaeology. The proximity of the site to the internationally important Severn Estuary SAC and River Usk SAC add further value to this wetland complex. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest.

The designation of the Gwent Levels SSSI is primarily as representatives of grazing marsh/reed habitat, with Magor Marsh having additional significance for its fen vegetation. In addition, the Levels also qualify as SSSI on the basis of their invertebrate assemblages, with significant plant species, otters, water voles and breeding birds also being additional qualifying features.

144 Nationally Notable or Red Data Book invertebrate species have been recorded from the Gwent Levels. The assemblages of water beetles and Odonata (dragonflies and damselflies) are both qualifying features of the SSSI designations. The Levels are also well-known for their particular importance for soldier-flies (Stratiomyidae), with further known interest from other fly and beetle groups, moths and snails.

The Levels support the Nationally Scarce rootless duckweed (*Wolffia arrhiza*). This is considered to be the world's smallest flowering plant. It occurs nowhere else in Wales.

Sites of Special Scientific Interest are the highest UK level designation a site can be given and they should be regarded as jewels in our landscape, to be protected and treasured. We consider these proposals to be seriously and irrevocably damaging to the SSSI and their assemblages of rare and threatened species.

The River Usk is designated as a SAC under European legislation. The main features of European importance are the river's migratory and resident fish species, including twaite and allis shad, sea, river and brook lamprey, Atlantic salmon and bullhead. Other species features of the SAC are the water crowfoot beds and the European otter which breeds along its banks and hunts for fish in the river and its tributaries.

The impact of a large bridge crossing of the river Usk Special Area of Conservation is likely to cause considerable damage and the potential impact has not been thoroughly assessed. We therefore object to the draft plan because this issue therefore needs addressing before any decision can be made.

We also wish to object to the draft plan as it contradicts a number of Welsh Government duty's policies and commitments such as:

- Putting sustainability at the heart of their decision making processes
- Taking an ecosystem approach
- Halting the loss of biodiversity by 2020
- Tackling the causes of climate change and reducing greenhouse gas emissions by 3% per year in areas of devolved control such as transport.

The Welsh Government has pledged it will put sustainable development at the core of Welsh Government. In our view the consultation should have offered sustainable public transport options as reasonable alternatives in the consultation in order to allow these to be considered fully alongside the motorway proposal.

The draft plan has not provided any calculation of the ecosystem services currently being provided by the Gwent Levels. The Gwent Levels provide numerous ecosystem services:

- agricultural products
- biodiversity
- water provision and quality regulation
- flood alleviation
- aesthetic and cultural services
- recreation
- health and wellbeing
- education and tourism

The draft plan has therefore failed to evaluate the loss of those services as a result of the motorway proposal and the issues this will then create.

In response to the State of Nature Report the Minister Alun Davies stated 'The Welsh Government is committed to delivering the European Union biodiversity strategy commitment of halting and, where possible, reversing the decline of biodiversity by 2020.' It is clear that the proposal will cause substantial damage to the SSSI and Usk SAC therefore resulting in considerable biodiversity losses, and will do nothing to reverse the decline.

Climate change in our view is the biggest mid to long term threat to biodiversity. Building new roads has been shown to cause 'generated traffic' additional journeys that would not have been made previously. The impact of building a new road is therefore likely to be an increase in the total amount of traffic and this would in all likelihood cause an increase in greenhouse gas emissions. We are therefore surprised that the consultation document does not make reference to the 2010 Climate Change Strategy for Wales or take into account the effect of generated traffic in its evaluation of greenhouse gas emissions.

Finally, we object to the Draft Plan black route because we do not believe the Welsh Government has adequately demonstrated in these documents the need for a major new motorway. We also do not believe it has provided evidence that it is the most sustainable or economical way to achieve the additional capacity to reduce congestion. No proof has been provided that congestion on the M4 has hindered economic development, and no business case has been included which provides an independent assessment of the likely economic benefits of the motorway.

Without this evidence and information, we do not believe the consultation documents are complete. The public have therefore not been provided with sufficient information to judge the proposals. In addition, without this information, the Welsh Government cannot justify the gross damage proposed to the Gwent Levels.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Gwent Wildlife Trust wishes to object to the Draft Plan Red Route and its complementary measures for the following reasons:

We believe the draft plan red route will also cause irreversible gross damage to the Gwent Levels. The dual carriageway would cut through 4 of the Gwent Levels SSSIs and the River Usk SAC. The proposal would destroy 5 miles of the SSSI under the footprint of the development. In addition, the remaining parts of the SSSI will be fragmented causing serious problems for animal and plant populations cut off and isolated by the motorway, reducing the gene pool and subsequently leading to dramatic population decline. There would be a considerable increase in background levels of pollution as well as the risk of larger pollution incidents, and mobile animal species such as the otter and water vole, already the UK's most threatened mammal, will be unable to make use of large areas due to the barrier the road will create.

The Gwent Levels is a very special area in Wales and is important for a number of reasons. The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain. The flood plain and coastal grazing marsh is a Biodiversity Action Plan priority habitat. It is the largest area of its kind in Wales, of acknowledged UK-wide significance for its wildlife and archaeology. The proximity of the site to the internationally important Severn Estuary SAC and River Usk SAC add further value to this wetland complex. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest.

The designation of the Gwent Levels SSSI is primarily as representatives of grazing marsh/reed habitat, with Magor Marsh having additional significance for its fen vegetation. In addition, the Levels also qualify as SSSI on the basis of their invertebrate assemblages, with significant plant species, otters, water voles and breeding birds also being additional qualifying features. 144 Nationally Notable or Red Data Book invertebrate species have been recorded from the Gwent Levels. The assemblages of water beetles and Odonata (dragonflies and damselflies) are both qualifying features of the SSSI designations. The Levels are also well-known for their particular importance for soldier-flies (Stratiomyidae), with further known interest from other fly and beetle groups, moths and snails.

The Levels support the Nationally Scarce rootless duckweed (*Wolffia arrhiza*). This is considered to be the world's smallest flowering plant. It occurs nowhere else in Wales.

Sites of Special Scientific Interest are the highest UK level designation a site can be given and they should be regarded as jewels in our landscape, to be protected and treasured. We consider these proposals to be seriously and irrevocably damaging to the SSSI and their assemblages of rare and threatened species.

The River Usk is designated as a SAC under European legislation. The main features of European importance are the river's migratory and resident fish species, including twaite and allis shad, sea, river and brook lamprey, Atlantic salmon and bullhead. Other species features of the SAC are the water crowfoot beds and the European otter which breeds along its banks and hunts for fish in the river and its tributaries.

The impact of a large bridge crossing of the river Usk Special Area of Conservation is likely to cause considerable damage and the potential impact has not been thoroughly assessed. This issue therefore needs addressing before any decision can be made.

We also wish to object to the draft plan red route as it contradicts a number of Welsh Government duty's policies and commitments such as:

- Putting sustainability at the heart of their decision making processes
- Taking an ecosystem approach
- Halting the loss of biodiversity by 2020
- Tackling the causes of climate change and reducing greenhouse gas emissions by 3% per year in areas of devolved control such as transport.

The Welsh Government has pledged it will put sustainable development at the core of Welsh Government. In our view the consultation should have offered sustainable public transport options as reasonable alternatives in the consultation in order to allow these to be considered fully alongside the motorway proposal.

The draft plan has not provided any calculation of the ecosystem services currently being provided by the Gwent Levels. The Gwent Levels provide numerous ecosystem services:

- agricultural products
- biodiversity
- water provision and quality regulation
- flood alleviation
- aesthetic and cultural services
- recreation
- health and wellbeing
- education and tourism

The draft plan has therefore failed to evaluate the loss of those services as a result of the motorway proposal and the issues this will then create.

In response to the State of Nature Report the Minister Alun Davies stated 'The Welsh Government is committed to delivering the European Union biodiversity strategy commitment of halting and, where possible, reversing the decline of biodiversity by 2020.' It is clear that the proposal will cause substantial damage to the SSSI and Usk SAC therefore resulting in considerable biodiversity losses, and will do nothing to reverse the decline.

Climate change in our view is the biggest mid to long term threat to biodiversity. Building new roads has been shown to cause 'generated traffic' additional journeys that would not have been made previously. The impact of building a new road is therefore likely to be an increase in the total amount of traffic and this would in all likelihood cause an increase in greenhouse gas emissions. We are therefore surprised that the consultation document does not make reference to the 2010 Climate Change Strategy for Wales or take into account the effect of generated traffic in its evaluation of greenhouse gas emissions.

Finally, we object to the Draft Plan red route because we do not believe the Welsh Government has adequately demonstrated in these documents the need for a major new dual carriageway. We also do not believe it has provided evidence that it is the most sustainable or economical way to achieve the additional capacity to reduce congestion. No proof has been provided that congestion on the M4 has hindered economic development, and no business case has been included which provides an independent assessment of the likely economic benefits of the motorway.

Without this evidence and information, we do not believe the consultation documents are complete. The public have therefore not been provided with sufficient information to judge the proposals. In addition, without this information, the Welsh Government cannot justify the gross damage proposed to the Gwent Levels.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Gwent Wildlife Trust wishes to object to the Draft Plan Purple Route and complementary measures for the following reasons:

We believe the draft plan purple route will cause irreversible gross damage to the Gwent Levels. The motorway would cut through 4 of the Gwent Levels SSSIs and the River Usk SAC. The proposal would destroy 5 miles of the SSSI under the footprint of the development. In addition, the remaining parts of the SSSI will be fragmented causing serious problems for animal and plant populations cut off and isolated by the motorway, reducing the gene pool and subsequently leading to dramatic population decline. There would be a considerable increase in background levels of pollution as well as the risk of larger pollution incidents, and mobile animal species such as the otter and water vole, already the UK's most threatened mammal, will be unable to make use of large areas due to the barrier the road will create.

The Gwent Levels is a very special area in Wales and is important for a number of reasons. The Gwent Levels is one of the largest surviving areas of ancient grazing marshes and reed (drainage ditch) systems in Britain. The flood plain and coastal grazing marsh is a Biodiversity Action Plan priority habitat. It is the largest area of its kind in Wales, of acknowledged UK-wide significance for its wildlife and archaeology. The proximity of the site to the internationally important Severn Estuary SAC and River Usk SAC add further value to this wetland complex. The Gwent Levels has also been registered as a Landscape of Outstanding Historic Interest.

The designation of the Gwent Levels SSSI is primarily as representatives of grazing marsh/reed habitat, with Magor Marsh having additional significance for its fen vegetation. In addition, the Levels also qualify as SSSI on the basis of their invertebrate assemblages, with significant plant species, otters, water voles and breeding birds also being additional qualifying features.

144 Nationally Notable or Red Data Book invertebrate species have been recorded from the Gwent Levels. The assemblages of water beetles and Odonata (dragonflies and damselflies) are both qualifying features of the SSSI designations. The Levels are also well-known for their particular importance for soldier-flies (Stratiomyidae), with further known interest from other fly and beetle groups, moths and snails.

The Levels support the Nationally Scarce rootless duckweed (*Wolffia arrhiza*). This is considered to be the world's smallest flowering plant. It occurs nowhere else in Wales.

Sites of Special Scientific Interest are the highest UK level designation a site can be given and they should be regarded as jewels in our landscape, to be protected and treasured. We consider these proposals to be seriously and irrevocably damaging to the SSSI and their assemblages of rare and threatened species.

The River Usk is designated as a SAC under European legislation. The main features of European importance are the river's migratory and resident fish species, including twaite and allis shad, sea, river and brook lamprey, Atlantic salmon and bullhead. Other species features of the SAC are the water crowfoot beds and the European otter which breeds along its banks and hunts for fish in the river and its tributaries.

The impact of a large bridge crossing of the river Usk Special Area of Conservation is likely to cause considerable damage and the potential impact has not been thoroughly assessed. This issue therefore needs addressing before any decision can be made.

We also wish to object to the draft plan purple route as it contradicts a number of Welsh Government duty's policies and commitments such as:

- Putting sustainability at the heart of their decision making processes
- Taking an ecosystem approach
- Halting the loss of biodiversity by 2020
- Tackling the causes of climate change and reducing greenhouse gas emissions by 3% per year in areas of devolved control such as transport.

The Welsh Government has pledged it will put sustainable development at the core of Welsh Government. In our view the consultation should have offered sustainable public transport options as reasonable alternatives in the consultation in order to allow these to be considered fully alongside the motorway proposal.

The draft plan has not provided any calculation of the ecosystem services currently being provided by the Gwent Levels. The Gwent Levels provide numerous ecosystem services:

- agricultural products
- biodiversity
- water provision and quality regulation
- flood alleviation
- aesthetic and cultural services
- recreation
- health and wellbeing
- education and tourism

The draft plan has therefore failed to evaluate the loss of those services as a result of the motorway proposal and the issues this will then create.

In response to the State of Nature Report the Minister Alun Davies stated 'The Welsh Government is committed to delivering the European Union biodiversity strategy commitment of halting and, where possible, reversing the decline of biodiversity by 2020.' It is clear that the proposal will cause substantial damage to the SSSI and Usk SAC therefore resulting in considerable biodiversity losses, and will do nothing to reverse the decline.

Climate change in our view is the biggest mid to long term threat to biodiversity. Building new roads has been shown to cause 'generated traffic' additional journeys that would not have been made previously. The impact of building a new road is therefore likely to be an increase in the total amount of traffic and this would in all likelihood cause an increase in greenhouse gas emissions. We are therefore surprised that the consultation document does not make reference to the 2010 Climate Change Strategy for Wales or take into account the effect of generated traffic in its evaluation of greenhouse gas emissions.

Finally, we object to the Draft Plan purple route because we do not believe the Welsh Government has adequately demonstrated in these documents the need for a major new motorway. We also do not believe it has provided evidence that it is the most sustainable or economical way to achieve the additional capacity to reduce congestion. No proof has been provided that congestion on the M4 has hindered economic development, and no business case has been included which provides an independent assessment of the likely economic benefits of the motorway.

Without this evidence and information, we do not believe the consultation documents are complete. The public have therefore not been provided with sufficient information to judge the proposals. In addition, without this information, the Welsh Government cannot justify the gross damage proposed to the Gwent Levels.

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

We object to the current Strategic Environmental Assessment document for the following reasons:

In line with European legislative requirements the SEA must identify 'reasonable alternatives' to the new motorway, the preferred option of Government. We object to the fact that besides the 'do minimum' option the only alternatives presented are the Purple and Red Routes (which are very slight variations on the M4 Relief Road itself, all of which cut through the Gwent Levels of Sites of Special Scientific Interest). We object to the SEA because it fails to consider reasonable alternatives that avoid the very significant damage to the SSSIs, in spite of the existence of a number of alternatives which may be viewed as reasonable. An example of this is increased investment in rail services, rail infrastructure and park and ride facilities, in tandem with an upgrade of the A48 Southern Distributor Road and Llanwern steelworks road around Newport, known as the 'Blue Route' proposed by Professor Stuart Cole.

The SEA is further deficient because it attempts to downplay the adverse impacts on the environment from all of the alternatives set out in the draft Plan. The SEA does not provide any facts or figures about the losses of SSSI and simply states 'Despite the large scale of a new highway only a negligible length of reen would be affected when compared to the length of reens in the network'. The SEA also downplays the impact of fragmentation on the species and habitats. Providing mitigation will not necessarily help those populations cut off from the larger population.

Gwent Wildlife Trust has noted there is a marked difference between the severity, scale and longevity of the impacts on biodiversity set out in the previous SEA Environmental Report (November 2012) and those set out in the current SEA Environmental Report. There is no explanation for this change.

The current documents also cause confusion for the reader, as the current SEA evaluates the potential damage to biodiversity as '-1 minor negative' (orange) on table 16 page 56 and table 24 (Comparative Summary of Significant Effects) page 91. The current draft plan consultation document on the other hand evaluates the significance of the impact on biodiversity as 'large adverse' (red) on page 32. No attempt is made to provide a rationale for these differences.

We also wish to highlight that the Air quality assessment in the SEA is biased as it concludes that the impact of the Draft Plan on air quality would be significant and positive. This assessment appears to have been based solely on the effect on the old M4 route. No assessment has been provided to show the likely decline in air quality along the new proposed road, or the effects this may have on nearby residents or the ecosystem, plants and animals of the levels. This adverse effect appears to have been ignored.

### **Q9. Additional comments**

Please provide any additional comments here.

The Gwent Wildlife Trust wishes to object to the Draft Plan because it considers that the consultation processes to date have been biased in favour of a pre-determined desired outcome - the M4 Relief Road and is therefore not fit for purpose.

The documentation includes many unfounded assertions, which are presented as if they were facts or as if they were so self-evidently true that any examination of the veracity is not required. An example of this is the following assertion in the Draft Plan Consultation Document:

'Congestion on the M4, particularly around Cardiff and Newport is sighted by the business community in South Wales as a barrier to economic growth'

This bold statement is not qualified by an examination as to whether all businesses in Wales subscribe to this view (they do not). In addition, this view is not supported by robust evidence or indeed whether, even were this to be the case, it of itself is sufficient justification for an M4 Relief Road. No attempt to obtain the equivalent collective view of the environmental community was made in the interest of balance and fairness.

We also wish to object to the fact that forecasts of increasing traffic volumes used to justify the need for a new motorway in the Draft Plan, such as those illustrated in figure 2, page 9 and figure 5, page 11 of the current M4 consultation document, do not appear to be in any way backed up by trends seen in Britain as a whole or even on the M4 itself. In fact traffic volumes have not increased since 2004 on the M4. There may be a number of reasons for this. The two reasons given in the document, 'the recession' and 'road works on the M4' do not in our view explain the changes in a satisfactory way. These two reasons can be used to imply traffic volumes will go up again. However other possible reasons for this change have not been mentioned and could have a much longer lasting impact on reducing traffic volumes. These other reasons include:

1. Increasing petrol prices are reducing the number of journeys made
2. Increasing use of home working practices and flexible working
3. Decreasing company car mileage (dropped by nearly 40% between 1995-7 and 2005-7) dating from when tax breaks were taken away
4. Communication technology is leading to fewer face to face meetings
5. Increasing use of on-line shopping
6. Rail travel is growing across all parts of Britain

This consultation document, in our view, should not lead the reader to believe traffic volumes will increase when current evidence suggests they may not increase.

In recent years a number of projects have been started which are likely to help reduce traffic congestion in South Wales and on the M4. The dualling of the A465 Heads of the Valleys road is nearing completion and once completed may have a significant impact on reducing traffic volumes on the M4. Rail electrification is another major project planned in South Wales, and this is known to cause a significant modal shift from road to rail. The introduction of variable speed limits on the existing M4 has improved the flow of traffic and reduced accident rates. The combined effect of these projects has not been fully described in the reports provided or their impact fully assessed in the rationale for the draft plan proposals. We believe their combined impact on M4 congestion may be considerable and the financial cost of a new motorway cannot be justified until such a time as the full impact of all these schemes has been determined.

In conclusion, we believe the draft Plan is inadequate and misleading. The draft plan has failed to provide a reasonable alternative other than the 'do minimum' option which does not damage the Gwent Levels. In addition, the transport needs of the public are currently changing and the plan has failed to understand and reflect the dramatic increase in the need for improved railways and public transport options. We therefore believe that the motorway across the Levels and its high financial and environmental cost cannot be justified. We believe the Welsh Government should instead be spending the money on upgrading the A48 Southern Distributor Road/Llanwern steelworks road and major improvements to the rail network and infrastructure, and other sustainable transport projects.

***Non fitting comments***

Non-fitting data

Subject: M4 Draft Plan Consultation - M4 Corridor around Newport

M4 Draft Plan Consultation - M4 Corridor around Newport

Please find attached the Gwent Wildlife Trust Response to the M4 draft plan consultation

I would like to highlight that I registered with the Consultation online and tried to use your form. However, I found the text boxes were not large enough for the text, so we have provided the answers to the questions in the response form in the attached document. Please could you make the text boxes bigger next time?

Please can you acknowledge receipt of this document.

Organisation: Ramblers Cymru

Postcode: CF10

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our general response on continuation sheet.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our general response on continuation sheet.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our general response on continuation sheet.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Please see our general response on continuation sheet.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Please see our general response on continuation sheet.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Please see our general response on continuation sheet.

***Q7. Health Impact Assessment***

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

Please see our general response on continuation sheet.

### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
Please see our general response on continuation sheet.

### **Q9. Additional comments**

Please provide any additional comments here.

Ramblers Cymru is the representative body of The Ramblers' Association in Wales.

The Ramblers' Association ( the Ramblers') is a registered charity and a company limited by guarantee registered in England and Wales, founded as a voluntary body in 1935. Its registered office is at 2nd Floor, Camelford House, 87-90 Albert Embankment, London SE1 7TW.

### **Non fitting comments**

Non-fitting data

The Ramblers works to help everyone realise the pleasures and benefits of walking, and to enhance and protect the places where people walk. We are committed to encouraging and supporting walking. As such our response to this consultation addresses the impact that any development could have on the walking environment and peoples ability to access it.

Our main concern is the effect all the proposals could have on the walking environment both in terms of individual paths and the permeability of the area. Diversions and crossing facilities are mentioned but at this stage it is impossible to properly assess the impact on the walking network in light of these measures. We would stress the need to look at the rights of way network as a whole. The proposals state that there will be provision for new walking infrastructure or improvements to existing infrastructure . The effectiveness of these measures will determine the impact on the walking network. The frequency of crossings and length of diversions will need to be considered again in terms of the whole network. North/South paths are likely to be most effected and as these paths provide links to important walking destinations it is vital that measures are put in place to maintain access to features such as the Wales Coast Path and Wetlands.

The proposals do not provide sufficient detail for us to comment on how if at all the measures will promote active travel as the complementary measures are not sufficiently detailed. We would stress the need to consider this detail as plans progress.

Organisation: Federation of Small  
Businesses Wales

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Relief Road

Please see the enclosed FSB Wales response to the consultation on the proposed M4 Relief Road.

Do not hesitate to contact me should you require any further information.

(editor's note: text from attachment)

FSB Wales submission to the Welsh Government

M4 Relief Road

16th December 2013

M4 Relief Road

The Federation of Small Businesses Wales

The Federation of Small Businesses Wales welcomes the opportunity to present its views to the Welsh Government. FSB Wales is the authoritative voice of small businesses in Wales. With 10,000 members, a Welsh Policy Unit, two regional committees and twelve branch committees; FSB Wales is in constant contact with small businesses at a grassroots level. It undertakes a monthly online survey of its members as well as an annual membership survey on a wide range of issues and concerns facing small business.

1) Introduction

FSB Wales welcomes the Welsh Government's consultation on proposals for ameliorating capacity issues on the M4 in and around Newport. There are serious problems with congestion on this particular section of the motorway that need to be addressed. However, FSB Wales believes the three routes proposed in the consultation are unsuitable for numerous reasons and that a viable potential alternative - the so-called 'Blue Route' - has been left out of the consultation.

Firstly, the forecast traffic produced in the consultation does not present an accurate description of future growth. The forecasts are made using the TEMPRO model which has limitations. For instance, TEMPRO is based on population, household, workforce and employment projections, combined with a car ownership model. Assumptions are based on economic activity and car ownership rather than any projected changes in modal split with no interpretation of the impact of major rail investment.

Little consideration has been given to wider Welsh Government policy, such as the proposed South East Wales Metro. Furthermore, the proposals do not take into account the Welsh Government's stated policies on sustainable transport, where statements have been made previously in favour of modal shift.

Secondly, FSB Wales does not believe the affordability of the project has been properly examined. It is significant that no cost implications are included in the consultation and there is no mention of the extent of capital borrowing powers available to Welsh Government to facilitate such a development. Finally, the environmental impact of the proposals is not properly assessed and the potentially extremely significant cost in both time and money of an environmental challenge is not considered.

The Welsh Government should look at issues of capacity around the M4 corridor holistically, taking into account the impact of modal shift from other Welsh Government policies such as the South East Wales Metro and Active Travel (Wales) Act 2013. Further consideration should be given to

what is being labelled the 'Blue Route' by Emeritus Professor Stuart Cole as an alternative that could contribute to the wider solution.

## 2) Forecast traffic

The growth forecast using the TEMPRO model in the consultation document suggests 20 per cent additional traffic by 2030. (editor's note: footnote 1) However, this bears little resemblance to past trends and is clearly at a disjuncture with data on previous traffic as illustrated in Figure 1. This is particularly true when looking at the Traffic Growth Index figures highlighted in the consultation that shows a clear plateau between 2001 and 2012. (editor's note: footnote 2)

### Figure 1

(editor's note: not entered into table: graph showing index of growth between 2005 and 2030)

Other traffic growth forecasts were produced before the recent recession and so should be treated with caution. For instance, the Eddington Review predicted a 31 per cent increase in road traffic and 30 per cent increase in congestion on the roads by 2025 if no action were taken. (editor's note: footnote 3) It was published in 2006 and so could not take account of the recession which followed and resulting economic difficulties.

It is worth noting that the Eddington Review stated that 'smaller projects which unblock pinch-points, variable infrastructure schemes to support public transport in urban areas and international gateway surface access projects are likely to offer the very highest returns, sometimes higher than £10 for every pound spent. However, large projects with speculative benefits and relying on untested technology, are unlikely to generate attractive returns'. (editor's note: footnote 4) The Eddington Review was also clear that it was 'for the devolved administrations to decide policies in devolved areas' and that the Review's recommendations did not apply to devolved areas of responsibility. (editor's note: footnote 5)

There is ongoing discussion in the transport community around the idea of Peak Car, that car travel has reached its natural saturation point. (editor's note: footnote 6) While this is academic in nature, FSB Wales argues a model of future growth looking only at population, household, workforce and employment projections is too narrow. In particular, factors such as modal shift, increases in car/petrol costs, spatial planning policies and the increase in mobile and communication technology (for instance Superfast Cymru) have not been taken into account.

The basis for the assumption on traffic forecasting is further weakened by the omission of proposed wider Welsh Government infrastructure investments. The consultation document states: 'The draft Plan does not include public transport measures because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales'. (editor's note: footnote 7) Therefore, the impact of modal shift from the South East Wales Metro is not taken into account. Estimated reductions in peak traffic of around 20-30 per cent were seen following the introduction of similar schemes for example with the Bordeaux Tram Network and the Newcastle upon Tyne Metro (editor's note: footnote 8) Taking the proposals in isolation in this way undermines the analysis of the problem presented and creates a false choice between two schemes designed to address similar issues.

The existing growth forecast should be re-evaluated taking into account wider measures being taken by Welsh Government. This would allow a genuine debate on the impact of interventions such as the South East Wales Metro and the proposed development of the 'Blue Route'. It would also allow a solution to be developed that draws on a wider menu of interventions. This should be considered seriously before a decision to increase capacity at significant environmental and economic costs is taken.

## 3) Modal shift & WG transport policy

Welsh Government policy is explicitly in favour of the creation of an integrated transport system in Wales. This has been the subject of numerous reports, including one by the National Assembly's Enterprise and Business Committee in 2012 and also forms part of the discussion around the Silk Commission's work. (editor's note: footnote 9)

This position was recently supported by the South East Wales Economic Forum who surveyed

businesses in South East Wales and concluded that:

'A Metro investment was seen by businesses as, in some cases, more important than investment to improve the M4. The Metro would be a key piece of investment to show a commitment to linking the Valleys with the capital city offering employment opportunities and a wider skills pool.' (editor's note: footnote 10)

In the National Transport Plan, the Welsh Government stated that:

'Our long-term aim is for a decarbonised transport system in Wales. In the short term we need to provide realistic alternatives that enable people to choose the more healthy and sustainable modes of travel. Putting this into action at the national level means that opportunities to improve walking and cycling, and integration of different modes of travel, will be part of how we develop solutions. It means that we should be making the most of our existing network, particularly during periods of high use, in ways that encourage more sustainable travel.' (editor's note: footnote 11)

In delivering on this objective, the Welsh Government has two key policies which would have an impact on congestion in and around Newport, the Active Travel (Wales) Act 2013 and the development of a South East Wales Metro.

The Active Travel (Wales) Act 2013 compels local authorities to provide a network of walking and cycling routes as part of the planning process. The aim of this is to ensure there are sustainable alternatives to car travel in local areas and that walking and cycling are fully integrated into the transport network.

On 1st October 2013, the Minister for Culture and Sport John Griffiths said: 'I am confident that this Bill, if agreed by the Assembly, will make a big difference to the people of Wales. By increasing the levels of walking and cycling we can boost our economy, create jobs, increase tourism, improve the health of our nation and cut congestion'. (editor's note: footnote 12) There is undoubtedly a clear commitment towards increasing active travel by encouraging modal shift. This is not reflected in the current proposals, in particular the potential to remove congestion on the roads in and around Newport where 43 per cent of journeys are 20 miles or less. (editor's note: footnote 13)

The proposals for a South East Wales Metro follow on from decisions to electrify the Valleys and the South Wales Main Line. The scheme would include roughly £2bn of investment to be delivered incrementally up to 2030 and would provide a step change in the connectivity of South East Wales. Included in these proposals by SEWTA are additional stations in Newport such as Pye Corner, Caerleon and Coedkernew. (editor's note: footnote 14)

Mark Barry's October 2013 report, commissioned by the Minister for Transport, Edwina Hart, stated that the Metro could; 'address the Region's Existing Transport Problems including congestion at key points on the road network (M4 J32-34, Newport and the A470 into Cardiff) and minimise the need for further congestion measures; avoiding costs of potentially hundreds of millions to 2030'. (editor's note: footnote 15) Clearly, for the assertions above to be meaningful there would be an impact on congestion in and around Newport as a result of these measures.

While other organisations will be better placed to comment, investing in a South East Wales Metro would also seem to better meet Welsh Government criteria around social inclusion, equality, diversity and human rights as set out in its consultation document. Census data and mapping from 2011 shows that the South Wales Valleys were among the areas in Wales and England with the highest proportion of households with no car or van. (editor's note: footnote 16) In addition, across Wales, on census day, 23 per cent of households in Wales did not have a car or van in the household. This rises to 34 per cent of lone parent households, 45 per cent of one person households, 44 per cent of households that are social or private rented, and 35 per cent of non-white households. (editor's note: footnote 17) The fact that the potential impact of the Metro is excluded from the social inclusion, equality, diversity and human rights consultation assessments severely weakens their validity.

SEWTA's Rail Plan published in March 2013 suggests the issue of congestion around the M4 corridor should be addressed by the creation of a M4 Corridor Strategy. This is an approach FSB Wales would support and would deal with the wider issues of M4 congestion in the round, taking into account the impact of public transport measures.

#### 4) Affordability

According to the Silk Commission, the Welsh Government should be allowed borrowing powers up to a limit of around £1.3bn. The M4 relief road on the preferred Black Route would cost around £947m in 2009 prices. (editor's note: footnote 18)

Welsh Government has also committed to the following transport schemes:

- M4 Relief Road - Circa £1.2bn
- South East Wales Metro - £2bn
- Dual A465/Heads of the Valleys- £300m
- Wrexham/Chester rail re-doubling - £36m.

There is also discussion about the electrification of the North Wales Main Line, the amelioration of congestion on the M4 around Port Talbot, a new bridge over the Menai Straits and potential investment in the A55 to alleviate areas of high congestion.

The UK Government's formal response to the Silk Commission suggested that the levels of borrowing powers would be contingent on a successful outcome in an income tax referendum. The detail of capital borrowing powers available to the Welsh Government must be clarified if the debate on such a project is to proceed. Using the Silk Commission's assumption of £1.3bn as a basis for calculating borrowing capacity, the proposed relief road would take up roughly 73 per cent of this capacity (on a conservative estimate).

FSB Wales questions whether such a concentration of capacity is an equitable use of resources, particularly if more viable interventions are possible that could achieve the same aims. By comparison, the proposed 'Blue Route' would cost an estimate £400m or 31 per cent of total borrowing capacity, allowing for investment in the other projects detailed above.

#### 5) Environmental acceptability

There is little doubt that all three options presented in the current consultation would incur significant environmental costs, particularly regarding the Gwent Levels SSSI. Other organisations would be better placed to comment on the implications of this for the environment. From an FSB Wales point of view, one key consideration would be the time taken to deal with environmental concerns. It is likely that there would be significant legal challenge to a new road.

This is reinforced in the previous Welsh Government consultation that stated in relation to a relief road:

'Challenge from public and/or stakeholders who may oppose the scheme on grounds of likely environmental impact may also require consideration.' (editor's note: footnote 19)

This consideration does not seem to be evident in the current consultation.

#### 6) Conclusion

In conclusion, FSB Wales believes the current consultation does not meet the needs of businesses in South East Wales, while marginalising the problems faced as a result of transport issues faced by businesses elsewhere in Wales. The Welsh Government should re-evaluate the measures that are needed in and around the M4 in Newport within the wider context of transport investment in Wales and present a range of updated, costed options to help alleviate the problems identified. This should form part of an M4 Corridor Strategy that would seek to examine the potential for modal shift as well as improvements along the 'Blue Route' as a potential affordable alternative.

(Editor's note: text from footnotes)

(Editor's note 1): Welsh Government, 2013, M4 Corridor Around Newport: draft Plan Consultation Document [Online], P11

(Editor's note 2): Ibid. P.10.

(Editor's note 3): Sir Rod Eddington, 2006. The Eddington Transport Study: The case for action: Sir Rod Eddington's advice to Government [Online]. Available at: <http://www.thepep.org/ClearingHouse/docfiles/Eddington.Transport.Study%20-%20Rod.pdf> (accessed 3rd December 2013). P.30

(Editor's note 4): Ibid., P.6

(Editor's note 5): Ibid., P.8

(Editor's note 6): See, for example, Scott Levine and Peter Jones, RAC Foundation, December 2012. On the Move: Making sense of car and train travel trends in Britain, for a discussion of the complexities of this issue. Available at: [http://www.racfoundation.org/assets/rac\\_foundation/content/downloadables/on\\_the\\_move-le\\_vine\\_&\\_jones-dec2012.pdf](http://www.racfoundation.org/assets/rac_foundation/content/downloadables/on_the_move-le_vine_&_jones-dec2012.pdf) (Accessed 3rd December 2013). Emeritus Professor of Transport Policy at UCL and UWE, Phil Goodwin, has also written a discussion paper on this topic: Peak Travel, Peak Car and the Future of Mobility: Evidence, Unresolved Issues, Policy Implementations, and a Research Agenda. Discussion paper 2012 (13). International Transport Forum, October 2013. Available at: <http://www.internationaltransportforum.org/jtrc/DiscussionPapers/DP201213.pdf> (accessed 3rd December 2013.)

(Editor's note 7): Welsh Government, 2013, M4 Corridor Around Newport: draft Plan Consultation Document [Online]. Available at: <http://www.wales.gov.uk/consultations/transport/m4cor/?lang=en> (Accessed 3rd December 2013.)

(Editor's note 8): Emeritus Prof Stuart Cole. Evidence to the Environment and Sustainability Committee on Government Proposals for the M4 Around Newport. [Online]. Available at: <http://www.senedd.assemblywales.org/documents/s21261/Paper%202.pdf> (accessed 3rd December 2013)

(Editor's note 9): National Assembly for Wales. Enterprise and Business Committee. 2013. Integrated Transport in Wales [Online]. Available at:

<http://www.senedd.assemblywales.org/documents/s17569/Report%20on%20Integrated%20Public%20Transport%20%20May%202013.pdf> (accessed 3rd December 2013.)

(Editor's note 10): South East Wales Economic Forum. 2013. Economic Factors and Drivers in the Capital City Region: A Business Voice. HaywoodHain. P.5.

(Editor's note 11): Welsh Government. 2010. National Transport Plan [Online]. Available at: <http://wales.gov.uk/docs/det/publications/100329ntpen.pdf> (16th December 2013)

(Editor's note 12): Welsh Government. Wales to take the lead with Active Travel Bill [Online]. Available at: <http://wales.gov.uk/newsroom/cultureandsport/2013/131001atb/?lang=en> (accessed 3rd December 2013)

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**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Council supports this route as it best achieves the main goal of solving extreme congestion on the existing route by providing a new route to modern standards that will be similar to the standard of the remainder of the M4 in Wales. It will leave the existing M4 around the north of Newport City relieved of through traffic and more capable of satisfying the expanding needs of local and inter-area travel within the City boundaries. However, the complementary measures should be given equal importance to ensure that the wider negative effects of the new road are minimised. Of importance to the Council is the need to ensure that the new embankment or structure carrying the new road south-eastwards from Castleton Junction does not present a barrier sufficient to divide Castleton and Marshfield from Coedkernew, and that road traffic noise is abated as fully as possible.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would not appear to adequately address the transportation issues and would not sufficiently assist existing businesses or enhance the attractiveness of south Wales to new businesses.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This would have a greater adverse effect on Newport Docks and Dyffryn whilst providing an inferior alignment to the Black Route for motorway traffic.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Council considers that this would not give the level of improvement necessary to provide an attractive transportation route through the Newport area. It would not therefore provide sufficient incentives to retain existing large businesses or attract potential new businesses to locate in south Wales.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Council notes the potential for the Draft Plan to have extremely adverse effects on Cultural Heritage and Landscape and Townscape, including the setting of the Newport Transporter Bridge. The current Draft Plan contains no proposals and it will be essential for the mitigation Draft Plan to be as thorough as possible and with the agreement of the bodies protecting each aspect.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The Council notes the extremely adverse effects of the Draft Plan on the biodiversity and habitat of the Gwent Levels. As with the response in Q5 mitigation must not be restrained in order to ensure that the proposed strategy has minimum detraction from its benefits to the transportation goals.

**Q7. Health Impact Assessment**

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

The Council notes that the Draft Plan has no adverse health impacts and several areas of improvements and welcomes these gains to the local environment.

**Q8. Equality Impact Assessment**

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

The Council notes that the plan has no negative effects and several positive ones, and the complimentary measures proposed will support the goals in the Action Plan.

**Q9. Additional comments**

Please provide any additional comments here.

Although the probable alignment of the Black Route will not enter into the Marshfield CC area, it is clear that the properties within MCC area that will be closest to the new road, i.e. on the A48 near and to the west of the Pound Hill Junction, will suffer considerable visual intrusion and much higher road traffic noise levels. The new road will also have a very large effect on the landscape and on community links within that landscape between Castleton/Marshfield and Coedkernew. It is therefore essential that development of the design suitably addresses these issues, and those in the Gwent Levels, to ensure that the local 'costs' in loss of environment, ecology, landscape and changes in local access do not outweigh the wider benefits. The Council therefore wishes to participate fully during the next stages of route development.

Organisation:

Postcode: NP19

***Non fitting comments***

Non-fitting data

(Editor's note: text from attachment)

M4 consultation

I am writing to you in relation to the M4 consultation that is currently being undertaken for the Welsh Government. I note this public consultation is enabling local people to express their views, but I wanted to make the following general points as one of the local Members of Parliament for a constituency directly affected by the draft plans.

Since the consultation commenced, I have encouraged constituents to take part; attended one of the public events held in Magor; and have been approached by a number of constituents with a variety of views on the schemes proposed.

It is acknowledged that the operation of the M4, as part of the Trans European Network (TEN-T) and as one of the gateways to Wales, is of huge strategic importance to the life of South Wales. There is no doubt something has to be done to alleviate the increasing traffic problems caused by the Brynglas tunnels. Commuters and local residents know first-hand the delays the tunnels cause at peak times. We all know that if there is a major incident near or around the tunnels, Newport and the surrounding area comes to a standstill, causing traffic chaos.

However, I have some concerns over the consultation. All of the proposed three routes impact dramatically on the area around J23A and especially Magor. The current consultation is broad by its nature and therefore lacking in any real detail; such detail would have helped my constituents from that area come to a view. Constituents have repeatedly said to me that because it is unclear how their property or locality will be impacted it is difficult to take part meaningfully in the consultation. When the decision is made, the specific details and consequences will be made clear to residents, but the options open to them to mitigate the impact on their homes and communities will be minimal, as the route will already be settled upon.

I enquired about alternative strategic options that avoided going through part of Magor village. I was told they were considered in a past consultation, but were rejected. It would have been helpful for local residents to at least see why certain routes have been discounted and allowing them to comment or offer suggestions.

I am also concerned at recent statements made by the Secretary of State for Wales to the Welsh Affairs Committee on 10th December. At this meeting, he said that:

'Again, it is a matter for the Welsh Government. One thing that does concern me is the fact that extended periods have been talked about in the press. In the Western Mail recently, there was a suggestion that the road might not be completed until after 2020, which I think most motorists in south Wales would regard as very disappointing. I recently wrote to the First Minister to draw his attention to the fact that the single consent regime that was provided by the Planning Act 2008 does not apply to roads in Wales. I suggested to him that the upgrade of the M4 might be a lot quicker if the Welsh Government were to adopt the provisions of the Planning Act 2008, and I offered to assist him in finding a suitable legislative vehicle that would enable him to do that. Everybody would be very concerned if we were to have a lengthy public inquiry and then had to have compulsory purchase orders and so on, when all those things could be comprehended in an order under the Planning Act 2008.' source Welsh Affairs Committee

<http://www.parliament.uk/documents/commons-committees/welsh-affairs/Transcript%2010%20Dec%202013%20for%20portal.pdf>

Many of my constituents feel that it is not the speed of the process that's a concern it's the quality of it. The Secretary of State for Wales' suggested approach would quicken the process without doing anything to give local residents the details necessary to meaningfully comment on the plans.

Finally, there is a huge demand in the Severnside area for better public transport and infrastructure in part through the development of the South Wales Metro, which I know is subject to its own wider

transport strategy. There is a huge need for rail services in this area and I hope that its development can be seen alongside improvements to the M4. Many constituents would welcome an M48-B4245 link as a way to alleviate traffic congestions in Magor, Rogiet and Caldicot and, as mentioned in the consultation document, the development of a much needed park and ride facility at Severn Tunnel Junction in the future.

I do hope that these transport issues can be looked at holistically. I would be grateful if you could consider these points alongside those made by the public as part of the consultation.

Thank you for your help in this matter. I look forward to hearing from you as soon as possible.

Organisation:

Postcode: SA31

***Non fitting comments***

Non-fitting data

(Editor's note: text from attachement)

I have received concerns from several constituents about the proposals for a new diversionary route for the M4 motorway across the Gwent Levels.

The primary objection is the potential impact of the new motorway on wildlife across the levels, which contains sites of special scientific interest. My constituents feel that the motorway will cause irreparable damage to the environment. Could you outline action the government has taken and will take in the future to mitigate the impact of the new motorway on the environment and wildlife?

Other constituents have questioned the cost of the project and have suggested that the traffic modelling used to justify the project is flawed. What work has the Welsh Government done to ensure that the project will be value for money and how will the project be monitored to make sure that, if it proceeds, it will not go over-budget?

I look forward to your response.

Organisation:

Postcode: LD3

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 relief road

I am writing to you to ask if you and the WAG have considered all the options regarding building a motorway across the Gwent Levels and the amount of money this will cost. It is true the length of the M4 this proposed road will be 'by-passing' is a very busy route but surely there are better ways to improve the situation.

Although I now live in Powys I visit the Newport area regularly as my family live there. Since the last improvement work was completed and compulsory speeds have been introduced the traffic has flowed much more freely. If the compulsory speed system and 'lane hopping' were correctly monitored the problem at the Brynglas Tunnels would be further reduced. All cities have problems with traffic congestion during busy times of the day; unfortunately it is a fact of modern life.

The proposed route that you favour would carve through important SSSI's and more of Newports green lung would be destroyed forever. The RSPB have one of their flagship reserves at Nash; this reserve was created to replace the mudflats the birds inhabited in Cardiff Bay. Why should the local environment be ruined in order to take 10 minutes off an executives journey time?

The amount of money that all this is going to cost is enormous and let's be honest it's money neither Wales or Westminster has got. Even the Institute of Welsh Affairs has said that the proposed route would be a far too expensive option. How much consideration have you really given to the alternatives? The so called Blue Route would use some roads that are already there and end much nearer Newport thus saving a lot of money and, just as importantly, the valuable Wetlands. I have three grandchildren living in Wales and when I see the standards of education here it really worries me. The PISA report last week did nothing to reassure me or my daughters that they are receiving the best possible education. The NHS in Wales is a joke with lack of investment one of the common reasons given by those running it for the shocking state of affairs. Local government has its budget cut year after year. I can assure you that people living in the large rural areas of Wales are really feeling the pinch and spending huge amounts of tax payers money on a distant motorway isn't going to make much difference to life in these places. Powys relies heavily on the tourist trade yet as a result of cutbacks we are about to lose just about all of our Public Conveniences; a health risk as well as an inconvenience.

I know from living in south Monmouthshire that if public transport was better people would use it. Back in the 1980s the residents of Magor and Undy started asking for a railway halt in the village. Many of the goods currently being transported by road could be moved by rail. We need a fully integrated transport system that would be of benefit to everyone and would cost far less in the long run. The scrapping of the Severn Bridge tolls would be more instrumental in encouraging businesses to move to Wales.

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Arup leaflet re M4

am extremely concerned at the lack of information / map in the recent leaflet delivered to households regarding the proposed levels motorway.

To print a leaflet with just exhibition dates is a poor use of funds. Why haven't people been given the opportunity to study the details and then go along to the exhibition with relevant questions.

There are always queues at these events and very few are given the opportunity to study details properly.

I know that there will be questionnaires to complete but without details to hand a true picture of peoples feelings cannot be given.

One has to wonder if this is deliberate ?

Organisation:

Postcode: LD6

***Non fitting comments***

Non-fitting data

It has been brought to my attention that a new motorway through the Gwent Levels is being considered.

Apart from all the facts and figures about new motorways, something far more important concerns me: The arrogant attitude of those people who consider that the way forward is to mow down, tear apart, mutilate, and condemn our wildlife, countryside, and eco systems into disarray.

To build a motorway through the Gwent levels would not only cause direct loss of habitat, but would create a death barrier for wildlife.

Why cannot we leave the few good things alone to flourish, without the threat of harm and death, which seems to me to be the one of the main ways we contribute to ruination of anything good on this planet. And the Gwent levels are good.

Is this one time that common sense and decency, and the hope that a wonderful government, can achieve a good and hopeful future leaving the Gwent Levels intact, where the wildlife and eco system can live in peace and thrive.

Organisation: Freight Transport Association

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 Consultation FTA amendment

Please see attached an amended copy of the FTA response to the Consultation on the M4 around Newport. If possible please refer to this copy as our final response.

(Editor's note: text from attachment)

Freight Transport Association Response to Welsh Government Consultation ; Draft Plan M4 Corridor around Newport

The Freight Transport Association (FTA) is one of Britain's largest trade associations, and uniquely provides a voice for the whole of the UK's logistics sector. Its role, on behalf of over 14,000 memberships, is to enhance the safety, efficiency and sustainability of freight movement across the supply chain, regardless of transport mode. FTA members operate over 200,000 goods vehicles - almost half the UK fleet - and some 1,000,000 liveried vans. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight. FTA works with its members to influence transport policy and decisions taken at local, national and European level to ensure they recognise the needs of industry's supply chains.

The freight industry is heavily reliant on the transport infrastructure that it uses, performing to a consistently high standard. Distribution networks, delivery routes and schedules have been designed to achieve availability of sufficient goods at the point of consumption by business or consumers without the need for extensive and expensive stock holding. Operators build resilience into their operational planning to accommodate regularly encountered journey time unreliability and seasonal changes in network performance.

The Association is therefore grateful for the opportunity to respond to the Welsh Governments Consultation on the Draft Plan - M4 Corridor around Newport.

The need to improve this important stretch of the motorway network has been the subject of debate for many years, a debate where the FTA and our members have provided input through workshops, consultation, and evidence to the Welsh Affairs Committee and the National Assembly for Wales. We have consistently expressed in our evidence the urgent need to redress the problems which are inherent on this important gateway into Wales, namely congestion.

In 2012 the FTA responded to the options contained in the Welsh Government Consultation M4 Corridor Enhancement Measures Magor to Castleton (M4 CEM) Easing the Flow. In this we identified a need to improve the M4 along with investment to the Southern Distributor Road (SDR) route. This consultation was developed after dialogue/workshops with a wide range of stakeholders an important factor which has been overlooked in developing this particular consultation. We would also suggest that the current consultation fails to explain why the Government owned dual carriageway through Llanwern Steel works has been ignored.

The Association also has concerns on the impact that all three proposed routes have on the port in Newport, an important economic centre for the area and the country. The consultation fails to identify junction placements and we need to understand if there are any proposed to enable access to the port? We would urge the government to seriously consider the impact on the port prior to any final announcement on a proposed route.

To fully appraise a consultation, particularly regarding road development, the consultation must provide details on cost. FTA supported the recent announcement which introduce borrowing powers, however we believe these are likely to be limited to just over 1 billion, and with speculation

of a new build set to start around that figure we have concerns that given the wider needs for infrastructure in Wales and the subsequent delays in debating whether these proposals are money well spent, there is likely to be a substantial increase in the scheme cost to a level which makes the development unaffordable.

The Freight Transport Association believes that if a new motorway standard road is built to replace the existing M4 around Newport then the M4 should remain a strategic part of the Welsh road infrastructure. The two routes would provide alternatives in times when the network is under stress.

Additionally the A449 at Coldra is an important link to the Midlands and provides a reliable and efficient route for goods to be delivered into South East Wales and the ports.

In conclusion, the Association believes that an answer to the problems on the M4 needs to be found now. The M4 around Newport provides an important link in/out of Wales to the markets in Ireland/England and Europe and is rightly recognised as part of the Tens-T network. We question the need for a completely new build altogether, with its high price tag and feel that the Welsh Government should be looking at a development that incorporates existing infrastructure?

Of the four options within the consultation, the Black (preferred route) with its three lanes and an M4 providing an alternative is the most attractive option and one that FTA members in Wales and Southwest England would have ideally supported, However we are not convinced that enough evidence has been provided in this consultation which could justify outright support of the three road options.

In 2012 FTA suggested that the Welsh Government should invest in the M4, whilst investing in a grade separated route south of Newport incorporating the road through the Llanwern steelworks and SDR, land already owned by the Welsh Government. The radical move away from the four options contained in that consultation to the three new builds needs to be fully understood and the implications identified in detail before progressing these particular proposals.

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The ordering of these goals is quite misleading to the respondent. For instance why is 15 put last and not first? It appears very much as an afterthought when surely the need to achieve a cultural shift in travel behaviour to more sustainable choices should be at the heart of WG policy.

2. The aims and goals must be consistent in terms of priority.

3. This route would impact negatively on any cultural shift in travel behaviour towards more sustainable choices and instead promote car use for shorter journeys.

4. The Black route would cause particular severance problems with Newport Docks. The ability of boats to come into the port would be seriously affected, and business would be lost.

5. There is no appraisal of Public Transport Alternatives - this could have a profound effect on the need for such extensive new highway construction.

6. Damage to Biodiversity, Heritage and Local Landscape impacts is especially regrettable.

7. Provision of cycle-friendly infrastructure: The figure in Table 3 of three miles for journeys by bicycle as an alternative to the car is unrealistic - Greater Newport is a largely level area and five miles or even more each way is a quite acceptable daily journey distance by bicycle on good safe routes.

8. Permeability of the route for existing and proposed walking and cycling routes is essential.

9. Physical fitness: The remarks on p34 concerning provision of walking and cycling infrastructure need amplification. What sort of provision is envisaged? Provision at the immediate crossing points of the new Motorway is irrelevant unless a complete high quality city network of cycle routes is provided.

10. Goals Criteria 15 page 35 :- It is noted that whilst walking and cycling infrastructure will encourage modal shift for local trips, a new motorway would not support behavioural change toward more sustainable modes but may encourage additional car use on free flowing roads.

11. It is noted that the Black route has benefitted from planning protection whereas the Purple route has an increased delivery risk compared to the Black. These risks are mainly associated with the Docks Way landfill site, through Newport Docks and across the river Usk.

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The ordering of these goals is quite misleading to the respondent. For instance why is 15 put last and not first? It appears very much as an afterthought when surely the need to achieve a cultural shift in travel behaviour to more sustainable choices should be at the heart of WG policy.

2. The aims and goals must be consistent in terms of priority.

3. This route would impact negatively on any cultural shift in travel behaviour towards more sustainable choices and instead promote car use for shorter journeys.

4. Damage to Biodiversity, Heritage and Local Landscape impacts is particularly regrettable.

5. There is no appraisal of Public Transport Alternatives - this could have a profound effect on the need for such extensive new highway construction.

6. Provision of cycle-friendly infrastructure: Table 4: The figure of three miles for journeys by bicycle as an alternative to the car is unrealistic - Greater Newport is a largely level area and five miles or even more each way is a quite acceptable daily journey distance by bicycle on good safe routes.

7. Permeability of the route for existing and proposed walking and cycling routes is essential.

8. Physical Fitness: The remarks on p39 concerning provision of walking and cycling infrastructure need amplification. The type of provision needs to be spelt out. High quality continuous routes to the latest design standards are essential. Provision at the immediate crossing points of the new Motorway is irrelevant unless a complete high quality city network of cycle routes is provided.

9. Goals Criteria 15 Page 41:- It is noted that whilst walking and cycling infrastructure will encourage modal shift for local trips, a new motorway would not support behavioural change toward more sustainable modes but may encourage additional car use on free flowing roads.

10. Remarks at foot of page 42: It is noted that the Red route proposal includes the provision of additional walking and cycling infrastructure within the M4 corridor and around Newport. The type of provision needs to be spelt out. High quality continuous routes to the latest design standards are essential. Provision at the immediate crossing points of the new Motorway is irrelevant unless a complete and continuous high quality city network of cycle routes is provided.

11. It is understood that a Junction strategy for the Red route has yet to be evolved but that there may be junctions created east and west of the River Usk. Whilst these might have advantages for the phasing of construction, and for emergency diversions, there could be undue pressure on the local highway network which would inevitably cause conflict and danger for walkers and cyclists.

12. It is noted in the WelTAG Appraisal Report Stage 1 (Strategy Level) that the Red route as a Dual 2 All Purpose road has significantly reduced capacity compared with the two motorway scenarios and would attract less traffic and that it should not be taken forward for further appraisal.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. The ordering of these goals is quite misleading to the respondent. For instance why is 15 put last and not first? It appears very much as an afterthought when surely the need to achieve a cultural shift in travel behaviour to more sustainable choices should be at the heart of WG policy.
2. The aims and goals must be consistent in terms of priority.
3. This route would impact negatively on any cultural shift in travel behaviour towards more sustainable choices and instead promote car use for shorter journeys.
4. Damage to Biodiversity, Heritage and Local Landscape impacts is particularly regrettable.
5. There is no appraisal of Public Transport Alternatives - this could have a profound effect on the need for such extensive new highway construction.
6. Provision of cycle-friendly infrastructure: Table 4: The figure of three miles for journeys by bicycle as an alternative to the car is unrealistic - Greater Newport is a largely level area and five miles or even more each way is a quite acceptable daily journey distance by bicycle on good safe routes.
7. Permeability of the route for existing and proposed walking and cycling routes is essential.
8. Physical Fitness: The remarks on p39 concerning provision of walking and cycling infrastructure need amplification. The type of provision needs to be spelt out. High quality continuous routes to the latest design standards are essential. Provision at the immediate crossing points of the new Motorway is irrelevant unless a complete high quality city network of cycle routes is provided.
9. Goals Criteria 15 Page 41:- It is noted that whilst walking and cycling infrastructure will encourage modal shift for local trips, a new motorway would not support behavioural change toward more sustainable modes but may encourage additional car use on free flowing roads.

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

1. Reduction of car dependence within the M4 corridor should be the immediate and highest priority before any new road building is contemplated.
2. Strategic Cycle routes within the corridor need to be identified and new and improved provision made.
3. Improved public transport is needed

See also my comments under Q9 below

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

See my remarks for each route option under Q's 1,2,3.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

None

**Q7. Health Impact Assessment**

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

None

**Q8. Equality Impact Assessment**

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

Page 21 of this Assessment notes the difficulty of the non-car owning household in attaining access to employment, education and retail facilities. Investment in alternative modes is essential to reduce such social exclusion. Given the M4 measures as now proposed are predominantly car based, they will worsen the situation. The removal of public transport measures from the proposals will increase the accessibility gap between car owning and non-car owning persons.

### **Q9. Additional comments**

Please provide any additional comments here.

1. It is particularly concerning that this consultation contains no alternatives to building a new road and does not appear as part of an integrated transport strategy.

2. The draft Newport Active Travel Study show the best way forward. Every opportunity should be taken in the design of all options to improve the linkage of cycle routes within the M4 corridor.

3. Sustainable transport solutions should be seen to be given priority before very expensive and long lead in time new road building is contemplated. In particular the value of Travel Smart and Active Travel (Wales) Act 2013 cycling network routes for the Newport corridor, and the proposals for the South East Wales Metro and Sewta Rail Strategy and enhanced Bus services should be considered ahead of these Motorway only proposals.

4. The statement on page 12 that approximately 40% of journeys made on the M4 around Newport involve trips less than 20 miles indicates the huge potential for improved public transport and sustainable transport measures. This is reinforced by the Appraisal of Public Transport measures carried out as part of the M4 CEM study. Travel Demand Managements measures need to be considered which may include parking charges in town centres and out of town shopping centres especially Spytty, Cwmbran and Newport.

5. The WeITAG appraisal measures referred to in this study and the M4CEM study show an unduly negative significance towards the public transport measures and related ongoing revenue costs. These surely have to be set against the costs of servicing the huge debts and maintenance costs incurred by the Highway Infrastructure Options.

6. A quick win solution is to improve the frequency, and directness of bus services connecting residential areas with main work place and shopping centres. The recent review of Newport Transport bus services has already fed to some improvements and doubtless evidence and information is already to hand on such further improvements if funding allows. Bus priority in conjunction with comprehensive measures to reduce peak time congestion at key M4 junctions and improvements to the regional and local road network is essential otherwise bus operators will avoid these essential routes eg M4/A48/A467 J28 Tredegar Park in particular.

7. Sewta rail corridor studies contain details of many improvements that are feasible and achievable in the short term to assist the M4 corridor. Top priority should be given to the Ebbw Vale link service to Newport Station, the Newport - Abergavenny and Newport - Chepstow- Cardiff proposals and the Severn Tunnel Junction interchange study. Implementation of the Cardiff Capital Region Metro Impact Study, October 2013 and Sewta Metro Plan and Rail Strategy Review 2013 which envisages that rail passengers will be able to travel across the 10 council city region stretching from Monmouthshire to the Vale of Glamorgan in 45 minutes via Cardiff or Newport would also be of great assistance in the longer term. Indeed a step change in travel behaviour well in excess of these forecasts could be expected.

8. Sewta 'Highways Make Better Use Study 09 09 2011' contains a number of useful suggestions for alleviating congestion at key junctions rather than new highway construction.

9. There is concern that the current proposals underplay the potential of alternative modes to contribute towards these objectives. It is therefore very difficult for consultees to offer rounded advice on the most appropriate mix of transport investment to achieve economic and environmental objectives while delivering value for money.

10. Economic environmental and affordability concerns have not been sufficiently balanced.

11. A First class public transport network for the M4 corridor is crucial to attracting inward investment.

12. The proposal does not contain clear indications of the cost of the project. (It is understood this may be from £830m to £947m). Whilst this information may be available in the supporting documentation it is not being put into context during the current consultation which undermines the consultation process.

13. Focusing a significant proportion of spending on a narrow section of Motorway in South East Wales is not an equitable use of resources - rather WG should look to fund the implementation of the South East Wales Metro and the potential Electrification of the North Wales Main line. (FSB Wales)

14. All three of the proposed new M4 routes would cause considerable environmental damage to the Gwent levels SSS1.

15. It is very disappointing that this consultation does not include the option for upgrading of the existing A48/Newport PDR and the former Llanwern steelworks access road to the M4 Magor Junction as an alternative route to the present M4. Whilst there is clearly a need for major improvements to Tredegar Park junction 28 including Bus Priority measures, it would undoubtedly provide the best value scheme if combined with a package of measures as detailed in my points 1-8 above.

***Non fitting comments***

Non-fitting data

M4 Consultation around Newport

I attach a copy of my full response.

I have also submitted this on line but ran out of space for the response to Question 9  
The attached version is my complete submission I wish to be fully considered.

Organisation:

Postcode: LP19

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Completely unacceptable route. I object very strongly - proposal seems to take archaic approach to sustainable travel and massively damages protected areas. There have been inadequate assessments prior to bringing this consultation forward so it is. Arguably unlawful.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object very strongly to this ill-thought through proposal.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object very strongly to this ill-thought through proposal.

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Naïve and lacks foresight and proper scrutiny and appraisals.

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Very poor and inadequate.

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Completely inadequate, insufficient survey and appraisal - will lead to legal challenges if necessary - years of battle.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
Dreadful

**Q9. Additional comments**

Please provide any additional comments here.

Waste of public money. Needs closer scrutiny of alternatives. Otherwise mabs regs challenge will expose this later.

**Non fitting comments**

Non-fitting data

Just need to manage the traffic better using cameras and enforcement and fewer management restrictions.

Organisation:

Postcode: LL63

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the black route.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the red route.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the purple route.

**Q9. Additional comments**

Please provide any additional comments here.

All proposed options will irreversibly damage to a significant extent the features for which the Gwent Levels SSSI has been designated, and this damage cannot be mitigated for elsewhere.

This issue represents a test case of the Welsh Government's commitment to sustainability, which is included in several new Government bills.

Organisation:

Postcode: LL54

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object

Organisation:

Postcode: CF83

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Obviously a new motorway to the South of Newport would probably address the perceived problems on the M4. However, I do not perceive the congestion in the vicinity of the Bryn Glas tunnels as a serious problem. I have used this motorway for ten years and had only had serious problems on three occasions when the Brynglas tunnels were closed due to accidents. To provide a new motorway just for the occasional problem is wasteful of money and Green land.

Any use of Green land for development is unsustainable and should not be done unless there is an overwhelming need to do it.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same comments as question 1

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Same comments as question 1 and 2

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I agree with the do-minimum scenario. Traffic through the Brynglas Tunnels is reducing slowly due to other works carried out over the previous ten years. Most of the traffic through the tunnels is not good vehicles. Businesses can cope easily with slight delays at peak times. I do not believe that providing a 'spare' motorway would increase the economic activity in South Wales. Measures could be taken to reduce journeys further eg. goals 7, 15 on page 4. Government policies for the last twenty years have favoured reducing the need to travel and sustainable transport.

All Welsh and British planning policy for the last twenty years have favoured reducing the need to travel and switching from private car use to public transport. Therefore traffic should reduce over the next twenty years. In fact the number of journeys in Wales has reduced over the last 20 years even before the recession in 2008. However journeys are becoming longer. The link between GDP and traffic levels and economic production has now been broken. However where there has been an increase in traffic alongside GDP increase it has been due to more leisure traffic afforded by an increase in wages etc., this increase occurs mainly at off peak times. Therefore there is no justification for increasing capacity on this corridor.

One of the main lobbying groups calling for the new M4 is the CBI whose main policy for the future is to get involved with the Construction of New Road Networks/see CBI website. The CBI see the construction and maintenance of new roads as a big money making opportunity, financed by the Welsh taxpayer even if there is no return to the taxpayer. The CBI members do not have a great record in South Wales with respect to creating wealth. They see their future in contracting and bidding for public money ie. Consuming wealth rather than creating wealth.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Newport, as a viable and thriving city, would be by-passed. A walk around the city centre shows that its commercial heart is in rapid decline. I think that Cardiff would not be pleased with having its travel problems exported west although it would be delighted at the extra income generated by more shoppers. This route cuts through sites of special scientific interest which are designated by a government advisory service and supported by many NGOs. Yet again politicians find it expedient to ignore the advice of its own scientists. I object most strongly!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object - see answer on question 1.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I assume this is the blue route. The least worst option. I travel this route frequently and have noted that disruption only occurs for a fraction of 24 hours. £1.25 billion to cope with a fraction of 24? Ridiculous.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Inadequate and based on scant information.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

See my answer to question 5 .

**Q7. Health Impact Assessment**

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

No matter what scheme is adopted it will increase the atmospheric pollution resulting in an increase in related illnesses and global warming. The answer is to reduce the use of cars by providing adequate public transport at an affordable price and to restrict commercial transport to hours when the roads are least used.

**Q9. Additional comments**

Please provide any additional comments here.

As an (overburdened) tax payer, I object to the proposal to spend money on a flawed project when even people in full time work are classified as being in poverty. This is Britain in the 21st century, where people can only exist with the help of food banks, are penalised for having too many bedrooms and are dying through lack of investment in health and social care. Build a relief road? Not with my agreement!

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object!

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object!

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Object!

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I support the route. It is very similar to the proposals abandoned by the incoming Labour government in 1997. We could be using that route by now instead of still talking about it. I agree with the Magor link from the M48 and disagree with the downgrading of the existing M4. I cannot see any valid reason why the Labour lead Welsh Assembly takes the view that the result of the new motorway should be a downgrading of access for industry and people of north Gwent.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not agree with any aspect of this route. Congestion is not just about relieving the M4 but taking traffic away from centers of population to areas of few inhabitants.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As Q2

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Traffic and congestion on the M4 is not going to decline. It is just about Bryn Glas tunnels but also the winding approaches, which are not proper motorway standards.

Newport can do without second class alternatives such as the 'steelworks route' proposed by self interest groups.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Smooth flow of traffic is less harmful to the environment. The Black Route is the best choice but the downgrading of existing M4 is a non-sensical idea as industry and residents north of the existing M4 will need good, not poorer access.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Building roads (and railways) is always disruptive to people and habitats. It seems to me that once the work is completed the habitats recover and adapt.

**Q7. Health Impact Assessment**

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

Removing traffic away from housing has to be a good option. The Black Route achieve this better than any other official or campaigner's option.

**Q9. Additional comments**

Please provide any additional comments here.

At the end of the process I don't think we need non-motorway traffic (tractors, L-drivers, mopeds etc) on the existing M4. It will provide a useful alternative in the event of accident on the new M4 and proper services for the large population and industries not served by the new route.

Organisation:

Postcode: LL34

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object!

Why are we wasting Government public funds on devastating the local environment and habitats for wildlife. Also if a new M4 corridor is created this will have a detrimental effect on local businesses in Newport, surely we should be supporting local businesses, if there is no through traffic local businesses will not get the opportunities as they currently get no footfall - no businesses = local economy in dire straits!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object!

All of these 'options' will be detrimental to the Gwent Levels SSSI. Could the funding be better spent on improving north to south rail links and improvements to A55 and A470 which would therefore benefit north and south Wales population.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object!

With climate change at an all-time high - we should be encouraging people to use cars less, use public transport more and/or car share. Not build another road which will decimate the local wildlife and their habitats. Where is the sustainability factor for these roads? I object to all three routes strongly.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improve public transport ie. buses and rail networks. Increase rail line from north to south Wales to enable faster trains.

- Upgrade the existing roads such as A470 and A55 for example.
- What is the need/evidence of need for the proposed routes?

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The proposed routes would destroy habitats at the Gwent Levels SSSI. I object to all three proposed routes.

**Q9. Additional comments**

Please provide any additional comments here.

I object to all 3 routes.

Organisation:

Postcode: CF47

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable because of damage to the environment ie. The Gwent Levels.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable because of damage to the Gwent Levels.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Unacceptable because of damage to the Gwent Levels.

**Q9. Additional comments**

Please provide any additional comments here.

The improvement to the existing road, ie the blue route appears to be the best solution. There will be no damage to the Gwent Levels and it would probably provide the best answer to Newport's internal traffic problems. In other words, do minimum.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to the above, I feel that better public transport and use of new road going to Spytty is sufficient! Fewer cars means less pollution, the above would damage the Gwent Levels, the area I grew up damaging the nationally important wildlife and the landscape for ever.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No I object to the above as for reasons stated in Question 1. Better public transport needed.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

No I object to the above, for the same reasons as questions 1 and 2.

**Q9. Additional comments**

Please provide any additional comments here.

I support the opinion that other alternatives could be put in place:

- Public transport improvements
- Improved rail services and stations
- An upgrade to A48/Southern distributor Rd
- The South East Wales metro
- Where there are more urgent things to spend 1 billion pounds on in Wales such as the NHS, Social Care, Education, Housing, dementia research etc.

To destroy the Gwent Levels would be a crime, the largest surviving area of ancient grazing marshes systems in Britain. A landscape of outstanding historic interest and area rich in wildlife and rare species of plants and insects.

The motorway would destroy an area of special scientific interest. Damaging the whole Gwent Level ecosystem.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I do not understand why this route runs parallel to an existing dual carriage ie. Steelwork access road. Running through 3 SSSI sites. Your plan shows very little detail as to the precise route. I suppose if you build a big enough road you will address all traffic problems, but at what cost to the environment, and the rate payers pocket, when there are alternatives put forward by the IWA. The complementary measures need to be enacted with or without a new road as J23A is already at capacity at peak times already. It only takes an 'accident' or the bridges being closed to cause chaos.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Without more detail as to where this route crosses the river Usk I cannot see any difference to the other routes.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

As above.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

This is not very clear in the consultation document. I would refer you to your water environment assessment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

This is a joke? 3 SSSI with a unique flora and fauna.

**Q9. Additional comments**

Please provide any additional comments here.

There are alternatives to your limited proposals which do not involve spending billions and destroying unique wetland habitats. As for your comments about economy in Wales being affected I imagine that bridge tolls are not encouraging business much.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Lacks detail re. Magor/Undy area.

Area needs complementary measures regardless of choice of route/motorway expansion etc.

Largely due to extensive housing development from Chepstowe to Longstane A48 and B4245 all villages - ongoing!

Go ahead with urgently needed M48-B4245 link

Open station at Magor

Subsidise public transport

And reassesses 'need' or not for more motorway..

All routes have huge cost. No guarantee of positive impact on traffic flow however many lanes!  
(Anyone been on M25!?)

Environmental damage to Gwent Levels will be huge. What is the point of designating a SSSI if it doesn't protect area!?

Any method of economic growth, promotion of business and ease of commuting is a complete nonsense until rail links and parking (Magor and severn tunnel) are improved/invested in and until something is done about the severn bridge tolls!

There is a 'blue' route proposal - see page 7

## **Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Lacks detail re. Magor/Undy area.

Area needs complementary measures regardless of choice of rate/motorway expansion etc.

Largely due to extensive housing development from Chepstowe to Longstane A48 and B4245 all villages - ongoing!

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(Anyone been on M25!?)

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There is a 'blue' route proposal - see page 7

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Lacks detail re. Magor/Undy area.

Area needs complementary measures regardless of choice of route/motorway expansion etc.

Largely due to extensive housing development from Chepstowe to Longstane A48 and B4245 all villages - ongoing!

Go ahead with urgently needed M48-B4245 link

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And reassesses 'need' or not for more motorway..

All routes have huge cost. No guarantee of positive impact on traffic flow however many lanes!  
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There is a 'blue' route proposal - see page 7

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Any method of economic growth, promotion of business and ease of commuting is a complete nonsense until rail links and parking (Magor and severn tunnel) are improved/invested in and until something is done about the severn bridge tolls!

There is a 'blue' route proposal - see page 7

### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Negative impact in all aspects! Does SSSI stand for nothing.

**Q9. Additional comments**

Please provide any additional comments here.

1. Please read and note comments made in boxes for Q1, 2 and 3. Magor and Undy has become a 'rat run' road and desperately needs B4245 - M48 link/motorway access and public transport improvements.

2. Protect the SSSI and what is left of the historical character of this area.

3. Many locals now use 'steelworks' link road instead of M4

4. Citing poor driving and illegal road use (page 5 no 14) is not a reason to build a wider faster motorway! Police need to start catching the culprits!

5. None of the proposals are acceptable to me. They are at huge environmental and financial cost with no guarantee of any positive benefits whatsoever.

6. Look at 'Institute of Welsh Affairs' think tank proposal 1/3 of cost. A well researched alternative blue route.

P.S. This form isn't very user friendly and document (draft plan) is bulky. This will have put people off commenting!

Organisation:

Postcode: CF3

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme is not cost-effective. Can achieve outcome at much less cost. Prefer alternatives. Though traffic is not the main problem, local commuting is the big problem that can be solved by an overall transport policy not by just upgrading and duplication of the existing M4.

Scheme is not sustainable and not low carbon! And therefore contrary to Welsh government policy.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme is not cost-effective. Can achieve outcome at much less cost. Prefer alternatives. Though traffic is not the main problem, local commuting is the big problem that can be solved by an overall transport policy not by just upgrading and duplication of the existing M4.

Scheme is not sustainable and not low carbon! And therefore contrary to Welsh government policy.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme is not cost-effective. Can achieve outcome at much less cost. Prefer alternatives. Though traffic is not the main problem, local commuting is the big problem that can be solved by an overall transport policy not by just upgrading and duplication of the existing M4.

Scheme is not sustainable and not low carbon! And therefore contrary to Welsh government policy.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This solution is preferred along with a proper integrated policy for South Wales, ie rail, metro, road, buses, cars.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

No comment.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

No comment, other than there will be major objections to the present proposals in Q1, Q2 and Q3 because of destruction of habitat unnecessarily. Part of the solution with existing SOR has already been built and offers less destructive and better cost effecting.

**Q7. Health Impact Assessment**

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

The present proposals all produce problems with continuing high levels of particulates from road transport without a more effective metro and rail solution which would substitute or take away part of the existing and future demand.

**Q8. Equality Impact Assessment**

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

No comment.

**Q9. Additional comments**

Please provide any additional comments here.

No comments.

**Non fitting comments**

Non-fitting data

No additional comments.

Organisation:

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this plan because it will cause major environmental damage and I have been provided with no convincing evidence that it is necessary.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this plan because it will cause major environmental damage and I have been provided with no convincing evidence that it is necessary

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object to this plan because it will cause major environmental damage and I have been presented with no convincing evidence that it is necessary.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The 'do minimum' plan is the right approach. There is ample scope for local improvements to traffic flow. Closing some of the many Newport M4 junctions, particularly to the east of the tunnels, would reduce problematic short use journeys. In places this is referred to as 'do nothing' which is a highly biased statement.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Heavily biased against the do minimum scenario

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

I have been unable to access this.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here.  
This consultation is certainly not good for my health!

**Q9. Additional comments**

Please provide any additional comments here.

This consultation has a number of major flaws. My biggest concern is that this whole process is strongly biased against the 'do minimum' scenario with no serious consideration of what could be done under this heading. The whole plan has more than a whiff of ministerial self-aggrandisement in the whole draft plan I am provided with a lot of statistics but am not provided with any detailed breakdown of statistical errors, without which I have no idea of the confidence of the percentages etc that are presented. I suggest that £1 billion would be better invested in Maths education in Wales, something that seems to be absent at even the highest levels!

There is no consideration of the true cost of environmental damage a new motorway would cause. There is a lack of consideration of geotechnical aspects. - e.g. Smith, J.S., 2004, especially in view of new climate change models (heavy rain occurrence and drainage issues, ground stability). There are clearly many things that can be done to improve the existing southern route around Newport without building a third route. Even making M4 users aware of its existence by improved signage might help.

Might I suggest that flood defences in North Wales are a more important issue?

Organisation:

Postcode: CF3

***Non fitting comments***

Non-fitting data

I attended both consultations in Castleton Village Hall. On the first, I was informed that the M4 Relief Road would start at Jnc. 29 of the M4, and swing very high over St Brides SSSI. It was also a Toll Road.

On the second, I was informed that the M4 Relief Road had been amended, and would start at Jnc. 29 of the M4, at a lower height over the A48. It would continue at a lower height over St Brides SSSI. It was also no longer a Toll Road.

As you can imagine, I am only interested in the noise, pollution and visibility from Marshfield Village.

Whilst I agree in the need for a M4 Relief Road, I would ask you to consider the first part of the Road which is the same on all three routes.

Organisation: The West Usk  
Lighthouse

Postcode: NP10

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

We are not regular users on a daily basis of the M4 corridor but we do believe that a better alternative as suggested by Prof. Stuart Cole is the way forward. It will cost about £380m compared to the £1b proposal.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The money could be better spent elsewhere, for eg:-

- (1) Road system linking South to North Wales.
- (2) Helping rail electrification which will reduce road traffic by up to 75%.
- (3) Local needs of people in Newport - both in terms of personal as well as business needs. We would not benefit otherwise the road will bypass us.
- (4) Such a road (Blue Route) in the report will help us all, in terms of cost and less disruption to our business. We run a B and B and it will kill our livelihood while the road is being built which may take years to complete.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The new M4 relief road will not tackle the problem of congestion. Look at the M25. It will bring more instead of less. More accidents, more cars and lorries. These should be shifted on a rail network, which is cheaper in terms of pollution, earth resources and human resources. This new road will kill the environment that we should all be preserving. We only have one Earth and we should not exploit it on a whim decision. We need better communications eg. fast broadband, when people would not need to travel so much.

Please think again.

**Q7. Health Impact Assessment**

Please provide any comments regarding the Health Impact Assessment of the draft Plan here. More noise pollution leading to health problems for people living nearby. We would be a couple of miles away but it will definitely affect us, our business and our children's health and all those living around Newport.

**Q9. Additional comments**

Please provide any additional comments here.  
No to the M4.

**Non fitting comments**

Non-fitting data

The M4 relief road will affect us in more ways than one.

(1) Our health will suffer. It will be very stressful for us as we would have to go shop in Cardiff during construction (it may take 5 years to complete the new road)

(2) Our business will be killed as our guests come here for a relaxing break and they would be able to see the disruption, and the noise afterwards will definitely destroy our livelihood.

(3) The local environment will be spoilt by a 6 lane motorway in our beautiful countryside

(4) Local businesses will lose out as the road will bypass Newport.

No - there are alternatives to the M4 relief road.

We say no to the M4 relief road. There are many alternatives which would not be a burden on the future citizens of South Wales.

Thank you.

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

It looks like a good plan and should be given a green light. This has been needed to be sorted out for many decades. The M4 is the artery to S/Wales renewal development and this needs to be implemented soon as!

NB. Just wondering about A38M access from SW jct. 29, will this be looked into? Does B4245 link solve this?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I don't believe the red route can deliver the required objectives because it is a dual carriageway and will get snarled up like the M4 does now, what about hard shoulder issues

Also it passes too near to the city centre and will be a bone of contention for folk near by.

There will be no improvement if any, until completion as your report states

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I think the purple route could be workable but I am uncertain about (again) closeness to the city. As a 3 lane motorway this should work.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The do minimum scenario is not an option in my view.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Nil comment

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Nil comment

**Q7. Health Impact Assessment**

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

Nil comment

**Q8. Equality Impact Assessment**

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

Nil comment

**Q9. Additional comments**

Please provide any additional comments here.

Nil comment

Organisation:

Postcode:

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

CIHT welcomes the investment in the M4 corridor around Newport and concurs the draft plan represents the best transportation solution when taking into account the problems, aims and goals set out in the Consultation Document. This is a vital strategic transport corridor into Wales and should be given the highest priority for delivery.

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

CIHT consider the Red Route as being a good solution to the problems, aims and goals set out in the Consultation Document. However, the new infrastructure represents the Gateway into Wales and is a vital strategic route. Hence, it is not as optimal as the draft plan.

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Similar comment to Q2 above.

***Q9. Additional comments***

Please provide any additional comments here.

CIHT support this vital investment in the M4 around Newport and urges the Welsh Government to maximise opportunities to improve the existing trunk road network in South East Wales and offer alternative modes of travel through investment in public transport. The WC also needs to embed the principles set out in the Wales Active Travel Bill and maximise provision for walking, cycling and equestrian users.

Organisation:

Postcode: NP18

***Q1. Black Route and its complementary measures***

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q4. Do minimum scenario***

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q5. Strategic Environmental Assessment***

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q6. Habitats Regulations Assessment***

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

***Q7. Health Impact Assessment***

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

The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

**Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

**Q9. Additional comments**

Please provide any additional comments here.  
The scheme will address most of the goals set out document (see letter attached dated 16/12/13)

## ***Non fitting comments***

Non-fitting data

Draft Plan Consultation Document M4 Corridor around Newport

Thank you for the opportunity to comment on the above draft plan consultation document.

I am a chartered surveyor, a Newport resident and familiar with the history of the M4 around Newport including the construction of the original road in the early 1960s. My comments on your document are as follows.

The scheme has great importance and arguably is the most important project in Wales. The background summary on page 7 of the document emphasises the importance of the M4 South Wales route and the current limitations on the section between Junctions 23A and 29 which experience flows above capacity during weekday periods. However, in the period 2005-2012 traffic levels have remained constant.

The existing motorway is operating at near capacity with a pinch point (Brynglas tunnel) which is easily congested at peak times. The document asserts that traffic will be severe on most links by 2020 and by 2035 the Motorway will be heavily congested at all sections between J23A and J29 experiencing flows above 100% capacity during peak periods. The prospect of an Increase In traffic from the current level is crucial.

Any obstruction or failure in the tunnel has the potential to cause harm to the South Wales economy both in the short term and in the longer term by perception. Alternative diversions lead to gridlock in the local road network. Major maintenance works are required to the Brynglas Tunnel which will cause significant further disruption.

Three alternative scenarios are set out representing a new road south of Newport and crossing the River Usk. The preferred route follows a similar line east of the river with the main variations to the West.

My comments apply to all the routes although my preference is to the black route. The black route is more direct and more removed from housing in the Duffryn area on the western side of the town.

The issues are well set out in qualitative terms for economic and social reasons. There is a compelling case to build the new road.

However there is a lot of detail required to overcome the inevitable opposition to an expensive road scheme which will disrupt some sensitive areas.

The document is essentially strategic. There is little detail to address the following:-

1. Whether road is on embankment or cutting to gain an impression of impact
2. How the road will navigate the Newport docks area without disrupting operations
3. The Eastern junction close to Magor village is particularly sensitive
4. The environmental arguments against the scheme are strong. It is essential that the scheme can demonstrate how the effects on Newport wetlands would be mitigated, ensure the scheme does not interfere with trade at Newport docks and ensure residential areas are protected. There are environmental arguments for the new road. Out of Newport's 7 Air Quality Management areas four are associated with the existing M4. In areas adjacent to the M4 noise levels generally exceed 55 decibels. A new road will be beneficial to those areas which suffer from congestion on the existing road.
5. A junction strategy needs to be detailed as part of the plan. There are no access points off the road which will have a fundamental effect on economic benefits.
6. The M4 requires essential maintenance within the next 5-10 years which will involve prolonged lane and speed restrictions. What is the cost of bringing the existing road to adequate standard?

7. Whilst the document contains an overall estimate of cost there is no break up the cost to Identify those parts of the scheme which represent major cost elements. Does the cost include land acquisition, trade disturbance, severance, payments under the Land Compensation Act 1973 and accommodation works?

8. More particularly there is no cost/benefit analysis which attempts to identify the benefits of the scheme to Newport, the region and to South Wales which will accrue from reduced travel time, reduced cost to business, increased trade, enhancement of land values and increased investment.

9. There is no reference to time even In the simplest terms. The likelihood is that in a best case scenario the scheme is not likely to be on-site until 2020 and not likely to be open for another three years at least What are the implications of this delay?

10. The data is disappointing. The M4 around Newport is heavily congested at peak times but does not appear to have increased significantly over the past five years. Surprisingly it appears to have levelled off. This could be down to a number of reasons but it needs to be explained and whether it is likely to increase over the next 10 years.

11. There is no indication as to how the scheme could be financed especially as the scheme was shelved In 2009 because it was not affordable.

12. There is no indication as to how the scheme will integrate with the South east Wales city proposals or the proposed Metro system or the Newport Local Development plan. Whilst the road affects some sensitive areas it also runs through areas already identified for further development

13. at the time of writing a new scheme is being proposed ('the blue route') which throws further confusion into the for and against arguments.

14. The complementary measures (page 24) are vague. There is no detail as to how cycle friendly Infrastructure will be provided or how the scheme will promote the use of walking as an alternative to the car.

There are key issues on the proposal which need to be addressed in considerably more detail if this scheme is going to achieve buy in from the principal local stake holders and be able to withstand the inevitable opposition to a new road scheme. The scheme in my opinion must be able to prove that there is no viable alternative to avoiding the Brynglas tunnels and the scheme must be able to prove it will be value for money.

Organisation:

Postcode: NP18

***Non fitting comments***

Non-fitting data

I am a married woman with two children working in Bristol and a third living there. I do a lot of driving back and fore the Severn Bridge.

We (Welsh) and we (Newport) need better motorways to keep us in touch with the rest of Britain. The problem with using all (both) the wetlands areas for a new motorway is difficult but because it will only be taking a step from the urban side of both areas - if it is managed properly no animals or birds should suffer. We need wildlife experts involved right from the beginning. We also need to have less cones used when work begins. Somehow France manages to complete roadworks without too much disruption, whereas we always disrupt at least 10 miles of motorway even when we are repairing 1/2 mile of roadway.

Organisation:

Postcode: NP20

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The black route seems to be best suited to resolve the current problems

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My main concerns is the traffic in Pillfwenilly Commercial Rd, if it alleviates any congestion to the area it will be an advantage, Commercial Rd is a road that schools, mosques, churches are situated either side, with a lot of people travelling back and forth to work or business, to Dock St, where there is County Court, Passport Office, Newport City House, and Substance misuse and Social Service organisations based on Dock St.

Less destructive route!

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Route through Nature Reserve and too close to Dryffryn High School, with a high BME population, will this affect or disrupt travel arrangements?

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Route through Nature Reserve and too close to Dryffryn High School, with a high BME population, will this affect or disrupt travel arrangements?

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Improved safety, speed limit system at roundabout at Coldra is overdue so no further comment other than will this have major issues for public transport users? Time scale of work? Will this present any more access for BME people to City Centre?

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

All of routes go through nature reserve. I am concerned of the impact of wildlife. More info of how much protection is planned through reserve?

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Has habitats been consulted of these issues.

**Q7. Health Impact Assessment**

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

Will GPs be affected commuting to surgery's hospitals? What measures are made to decrease pollution?

**Q8. Equality Impact Assessment**

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

Travelling to work by public transport, is the only way for some people traveeling to GP's, chemist, will BME disabled people on low income be affected? Has BME organisations been consulted of these changes?

**Q9. Additional comments**

Please provide any additional comments here.

The major impacts are Newport's deprived communities. How will they access services and provisions specifically for them? WG need to reassure residents who are living in poverty that there lives will not be affected further, but improved or the effects could be devastating on Community Cohesion.

Organisation:

Postcode: NP26

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This route will achieve the aims of taking the traffic from the current M4 that is the traffic which will want to travel past Newport.

However there is no indication of junctions on this route which I believe will be necessary to allow traffic to access the South of Newport and alleviate the congestion currently in Newport. The Steelworks access road will help in some way but not entirely.

None of the routes appear to show connections to the M48 into Cardiff to J29 Castleton. This option is my preferred route.

I would like to see junctions either side of a new River Usk bridge.

The A449 is the main artery to the north, and should following the links of the SDR A48 be allowed to access the new motorway complex to the east of the River Usk, and connect at the points mentioned above.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The Red route may achieve the aims of the project, however it will only be a two lane highway; which will not address the perceived problems, if in fact the current M4 retains equal status.

The highlighted section of this route to the east of the River Usk could be incorporated into the plans by using that route instead of the black route up to an intersection and the intended crossing point of the River Usk.

i.e. The black route on the - plans just above the nature reserve would be diverted onto the red route. Rejoining the black route at an intersection before crossing the River Usk.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

My comments regarding the purple route are similar to those of the red route. I will not repeat them here.

This route is not dissimilar to the red route.

**Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

To do nothing is a non-starter. Something must be done.

**Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

Have no comment to the question.

**Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

Have no comment to this question

**Q7. Health Impact Assessment**

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

No comment

**Q8. Equality Impact Assessment**

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

No comment

**Q9. Additional comments**

Please provide any additional comments here.

As part of the overall plan, you discuss the possibility for an intersection off the M48 to serve the communities of Caldicot, Rogiet, Magor and Undy.

This is an essential requirement to allow ready access to the M48, and relieve pressure on the B4245. The link is also urgent in respect of creating a transport rail hub at Severn Tunnel junction to serve Monmouthshire and the Forest of Dean including Lydney. This has been a long standing need for the whole of Severnside.

Severnside from Magor to Lydney is to be recipient of a large influx of housing developments over the next decade; close on 16000 homes are planned across both sides of the English/Welsh border.

Eastern Monmouthshire is earmarked to be part of the Cardiff City Region, with Severn Tunnel Junction being a link in the future Metro scheme. The link from off the M48 should be created between Caldicot and Rogiet, and should be incorporated into the M4 corridor plans.

Organisation:

Postcode: CF31

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editor's note: Translated text)

The draft plan would be the best one to solve the problems with the M4 around Newport and achieve the goals for the M4 corridor.

(Editor's note: Original text in Welsh)

Fydd y cynllun drafft yr un gorau i ddatrys y problemau gyda M4 o amgylch Casnewydd a chyflawni y nodau ar gyfer y corridor M4

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editor's note: Translated text)

It is important to me to ensure that the height of the bridge that will be designed over the River Usk and over the centre of the North Alexandra Dock will be high enough to allow the Docks to continue to be used by commercial ships and also up the River Usk to ensure that the "Waverley" and "Balmoral" can call again at Penmaen Wharf (Church Street) in Pwllgwenlli for their passengers in the summer. Secondly, I hope that those given responsibility for designing the bridge will make the bridge so that it looks much better than the existing bridges over the River Usk, which are George Street Bridge (1964) and the New City bridge. We have too many ugly bridges already! How about a tunnel?

(Editor's note: Original Welsh text)

O bwysigrwydd i mi yw i sicrhau bydd uchder y bont cynllunwyd dros yr Afon Wysg ac dros ganol y Doc Gogledd Alecsandra bydd yn ddigon uchel i ganiatau parhad ddefnydd gan longau masnachol yn y Doc(iau) a hefyd i fyny'r Afon Wysg i sicrhau bydd y llongau "Waverley" a "Balmoral" yn gallu galw eto ar y Lanfa Penmaen (Stryd yr Eglwys) ym Mwllgwenlli am eu deithwyr yn yr haf. Yn ail, gobeithiaf bydd nhw sy'n cael cyfrifoldeb am gynllunio'r bont bydd yn wneud bont yn edrych llawer wella na'r bontydd presennol dros yr Afon Wysg, sef y bontydd Stryd Siors (1964) a'r bont Dinas Newydd. Mae gynnon ni gormod o bontydd hyll eisioes! Sut am dwnnel?

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editor's note: Translated text)

As I understand, the Welsh Government favour the Black Route, there is no point in writing comments here on this choice.

(Editor's note: Original Welsh text)

Ers deallaf mae Lywodraeth Cymru sy'n ffafrio's cwrs y Llwybr Du, does dim yn unrhyw pwynt yn sgwennu sylwadau yma ar y dewisiad hwn.

### **Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editor's note: Translated text)

See response above

(Editor's note: Original Welsh text)

Gweler yr ateb uchod

### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

(Editor's note: Translated text)

For the environment, this is the best option, but I don't expect to see the adoption of this plan at all.

(Editor's note: Original Welsh text)

Ar ran yr amgylchfyd, hwn yw'r dewisiad wella, ond dwi ddim yn ddisgwyl i weld mabwysiad y cynllun hwn o gwbl.

### **Q7. Health Impact Assessment**

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

(Editor's note: Translated text)

Less cars and lorries using the motorway would be the best option for health, with more passengers using trains and buses instead of cars and more goods on trains. How about a shuttle for lorries on trains around Newport as is normal in other countries e.g. Austria.

(Editor's note: Original Welsh text)

Llai o fodwon a loriau yn ddefnyddio'r draffordd o gwbl bydd yr opsiwn wella am iechyd, gyda mwy o deithwyr yn ddefnyddio trenau a bysiau mewn lle ceir, a mwy o rwyddau ar drenau. Sut am wasanaeth "shuttle" am loriau ar drenau rownd Casnewydd, jyst fel normal yn e.e. Awstria?

### **Q8. Equality Impact Assessment**

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

(Editor's note: Translated text)

I don't see any "Equality" that is relevant at all for this plan.

(Editor's note: Original Welsh text)

'Dwi ddim yn gallu gweld os "Cydraddoldeb" sy'n perthnasol o gwbl, ar y cynllun hwn.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: Translated text)

My opinion is that as little as possible should be done. As shown in Figures 3 and 4 of the consultation document no increase was seen since 2005 (Fig 3) or 2001 (Fig 4.). I'm not convinced that any increase will be seen, let alone the increase shown in Fig.5. Doing nothing would be my choice and certainly nothing should be built on the Gwent Levels.

(Editor's note: Original Welsh text)

Fy marn i yw y dylid gwneud cyn lleied a phosibl. Fel y dangosir yn Ffig. 3 a 4 y ddogfen ymgynghorol ni welwyd cynnydd ers 2005 (Ffig. 3) neu 2001 (Ffig. 4). Nid wyf yn argyhoeddedig y gwelir cynnydd o gwbl, heb son am y cynnydd a ddangosir yn Ffig.5. Gwneud dim fyddai fy newis i ac yn bendant ni ddylid adeiladu dim ar Wastadeddau Gwent.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: Translated text)

I wish to express my disappointment that it is only an English version that is available for comments - this goes against all the Assembly's words.

I have used the M4 to travel between Chepstow and Cardiff daily since it opened. For the majority of the day there are no problems but there will be delays during peak hours. They are nothing compared to delays on the M25 even now.

In my experience the biggest problem is local traffic using the M4 as a local route. On average, 43% of people using the M4 around Newport travel less than 20 miles, during peak hours this is greater.

So the first step should be to close 3 of the 6 junctions for Newport. Then the second step should be setting up alternative routes for the local traffic to move through the city.

We shouldn't build a new motorway (national project) to solve problems that belong to the city (local project).

If the decision is to build a new road and leave the 6 existing M4 junctions then it should use the A48 for the majority.

(Editor's note: Original Welsh text)

Dw i dymuno cofrestru fy siom taw dim ond fersiwn Saesneg ar gael ar gyfer sylwadau- yr hwn yn mynd yn groes i bob geiriau teg y Cynulliad.

Dw i wedi defnyddio yr M4 i deithio rhwng Cas-Gwent a Chaerdydd beunyddiol ers iddi agor. Dros rhan fwyaf y dydd bydd dim problemau ond yn ystod oriau brig bydd oedi. Maen nhw dim byd o'i gymharu a oedi ar y M25 hyd yn oed nawr.

Ym fy brofiad y rhan fwyaf y broblem yw traffig lleol yn defnyddio M4 fel ffordd lleol. Ar gyfartaledd 43% o bobl s'yn defnyddio y M4 o gwmpas Casnewydd yn teithio llai na 20 milltir, ar oriau brig bydd yn llawer fwy.

Felly cam 1 dylai fod cau 3 o'r 6 cyffyrdd ar gyfer Casnewydd. Wedyn yr ail cam dylai fod sefydlu ffyrdd amgen am draffig lleol i symud drwy'r ddinas.

Ni ddylem adeiladu traffordd newydd ( project genedlaethol) i ateb problemau sy'n berthyn y ddinas( project lleol).

Os bydd y benderfyniad i adeiladu ffordd a chadael y 6 cyffyrdd M4 presenol wedyn dylai defnyddio yr A48 ar gyfer y rhan fwyaf .

Organisation: Friends of the Earth  
Cymru

Postcode:

### ***Non fitting comments***

Non-fitting data  
December 2013

Submission to the Welsh Government in response to Consultation Document WG19741: M4  
Corridor Around Newport

### Summary

The consultation is invalid for the following reasons:

- The traffic forecasts which are the sole rationale for the alternatives considered are fundamentally and fatally flawed
- The Welsh Government's modelling fails to take consideration of fuel costs or the impact of major public transport investment, and is therefore invalid
- The Welsh Government has no evidence or data relating to congestion, which is the over-riding reason given for new highway infrastructure
- What little data is made available in support of the case is rife with preferential selection
- The underpinning for the plan or programme is a suite of problems for which no substantive revision has taken place since at least 2007, and which predates the peak in road transport of 2007
- The use of data does not comply with the Directive's requirement for 'current knowledge' to be used
- The appraisal of alternatives is flawed and the 'reasonable alternatives' considered are inadequate, particularly through excluding public transport, junction closures, these measures in combination and the Blue Route
- Sustainable development receives no meaningful consideration
- The selection of environmental objectives is flawed
- There are serious, substantive errors in the prediction of environmental effects
- An apparent routing error exists that underplays the amount of SSSI land lost to the preferred route by 10 ha (14%), and renders the consultation unlawful

The consultation documents are fundamentally and fatally flawed. The consultation must be withdrawn.

Without prejudice to the preceding, there is no justification for building a new motorway-class road south of Newport. The only option of those presented that is rational is therefore the 'do minimum' option.

### Introduction

1. Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment ((editor's note: footnote 1) European Parliament and Council, 27 June 2001, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment) (the SEA Directive) applies to a wide range of public plans and programmes. The Directive is transposed by Regulations ((editor's note: footnote 2) Legislation, 2004, The Environmental Assessment of Plans and Programmes (Wales) Regulations 2004, 2004 No. 1656 (W. 170)). Plans and programmes in the sense of the SEA Directive must be prepared or adopted by an authority (at

national, regional or local level) and be required by legislative, regulatory or administrative provisions. The Welsh Government has stated that this SEA is required under the terms of the Directive ((editor's note: footnote 3) Welsh Government, November 2012, M4 Corridor Enhancement Measures SEA Environmental Report, page 4 Friends of the Earth Cymru response to M4 Consultation).

2. The objectives of the SEA Directive are defined, in particular, in Article 1:

'The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment'.

3. Plans and programmes are defined in Article 2(a):

'For the purposes of this Directive:

(a) 'plans and programmes' shall mean plans and programmes, including those co-financed by the European Community, as well as any modifications to them:

- which are subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and

- which are required by legislative, regulatory or administrative provisions'.

Traffic forecasts and actual traffic volumes

1. One of the repeated failures of the Welsh Government's consultations has been the paucity of evidence offered by the Welsh Government to support its assertion that congestion and traffic volumes are a problem in the M4 area around Newport.

2. Critical to this failure has been the Welsh Government's portrayal of traffic around Newport as being of relentlessly increasing scale:

'The more congested road conditions become, the greater the risk of incidents and accidents occurring. In the future, the situation is expected to deteriorate further'((editor's note: footnote 4) <http://m4newport.com/assets/m4-issue-draft-plan-consultation-document.pdf>).

3. An apparent reason for this misapprehension appeared in an earlier stage of the consultation process:

'A current understanding of the transport problems on the M4 corridor is then considered, originating with the problems established in a WelTAG planning Stage workshop held in October 2007' ((editor's note: footnote 5) <http://www.m4cem.com/downloads/reports/issue%20report%20stage%201%20problems%20and%200goals.pdf> page 1).

4. The theoretical underpinning of the Welsh Government's reasoning is therefore six or seven ((editor's note: footnote 6) <http://wales.gov.uk/about/foi/responses/dl2013/octdec/transport1/atasn7891/?lang=en>) years out of date, and pre-dates the decline in traffic numbers seen since 2007. This in itself should not be problematic, because the Welsh Government could simply have updated its modelling as time went by.

5. However the Welsh Government has failed to update its reasoning, presumably because in so doing it would be forced to recognise that the underpinning theory of the programme had been discredited by unforeseen changes in traffic patterns.

6. This lends weight to the contention that the Welsh Government is pre-disposed towards infrastructure interventions.

7. The consultation workshops of 13, 15 and 20 March 2012 were opened by Martin Bates, the Welsh Government's M4 CEM Project Director. His opening remarks are quoted as follows:

'To set the scene I am going to repeat a quotation from the Minister with responsibility for Transport, Carl Sargeant, who said 'We're all aware that congestion is a problem on this part of the M4, so easing the flow on the M4 between Magor and Castleton is a key priority for the Welsh Government and a commitment in the prioritised National Transport Plan.'" ((editor's note: footnote 7)

[http://www.m4cem.com/downloads/reports/consultation%20workshop%20report%20newport%20march%2013%202012\\_for%20publication.pdf](http://www.m4cem.com/downloads/reports/consultation%20workshop%20report%20newport%20march%2013%202012_for%20publication.pdf) page 4)

8. The Welsh Government has no congestion statistics or indeed means of measuring congestion. A statistician at the Department for Transport confirmed to Friends of the Earth Cymru that the Welsh Government has no congestion statistics, nor has it made contact with the Department for Transport's department that is piloting a scheme for measuring congestion.

9. The apparent priority of the Welsh Government - tackling congestion - has no basis in evidence.

10. The Welsh Government tries to portray traffic numbers as a corollary for congestion. Traffic numbers cannot be a corollary for congestion because it is possible to have very high traffic numbers moving at high speed without congestion. Likewise, very low traffic numbers can cause congestion if there are a few slow-moving vehicles (HGVs overtaking, for example) or a crash.

11. The principal serial uncorrected bias in the Welsh Government's consultation - that of problems relating to congestion (for which the Welsh Government has no data) - occurs extensively throughout the documents and is given as the purpose of making infrastructure investment in the area around Newport thus:

'problems with congestion and unreliable journey times have been a fact of life on the M4 around Newport for many years' ((editor's note: footnote 8) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 7).

12. The phrase 'fact of life' is a statement of opinion deliberately used to suppress challenge of its baseline assumption and is unsupported by data.

13. In 2007, when the WelTAG planning stage workshop took place, an assumption of increasing traffic would not have been irrational. However, data from recent years have shown the assumption of never-ending increases in road traffic to be a fallacy (Figure 1 in this document) ((editor's note: footnote 9) Department for Transport, 2012, Motor vehicle traffic (vehicle kilometres) by local authority in Great Britain, annual from 1993).

(editor's note: not entered into database - one graph showing traffic volumes in Wales between 2000 and 2012)

Figure 1. Traffic volumes in Wales (million vehicle miles) ((editor's note: footnote 10) <https://www.gov.uk/government/publications/road-traffic-estimates-in-great-britain-2012> TRA8901.xls)

14. There has been a sequential year-on-year decrease in traffic in Wales for the five years since the peak of traffic in 2007. Traffic volumes in Wales are now 4.4% lower than they were in 2007.

15. Motorway traffic has declined even further than overall traffic volumes ((editor's note: footnote 11) <http://www.wales.gov.uk/docs/statistics/2012/121220sb1272012en.pdf> page 3)

16. The forecast for growth in the Welsh Government's consultation document has already been shown to be in excess of actual flows for 2012 and 20131 ((editor's note: footnote 12) <http://www.iwa.org.uk/en/publications/view/227> page 03).

17. Observers will note that the decrease in vehicle traffic volumes predates the recession. Thus, while there may be an additional recessionary component to the decrease in traffic volumes, the decreasing trend itself is independent of the economic fortunes in Wales.

18. The facts outlined above contrast with the Welsh Government's assessment in the consultation document accompanying the SEA, which claims, based on an unspecified 12-hour monitoring

period:

'The results show that traffic levels on the motorway have remained near constant over the seven year periods Overall traffic levels on the M4 around Newport have remained largely static from about 2006/2007 despite the economic downturn and road works on the M4, with more recent signs of growth' ((editor's note: footnote 13) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 10).

19. This is one of a number of possible conclusions to draw from the data depicted in the consultation document. One might equally say 'traffic has decreased year-on-year for five years'. The use of this limited data range is a clear example of preferential selection of data by the Welsh Government in order to strengthen the case for infrastructure interventions.

20. The Welsh Government claims that:

'Analysis shows that in 2012 during week day peak periods (also known as 'rush hour'), traffic flows approach 100% of capacity along sections of the M4 around Newport' ((editor's note: footnote 14) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 9)

21. What the government means is that during the busiest times of the day, traffic flows in 2012 were at a maximum of 93.7% of design capacity. At all other times of the day - other than for an hour or so in the morning and in the afternoon - traffic flows were below this figure (although the Welsh Government has chosen not to reveal this information).

22. This is, again, preferential selection of data that is intended to support the case for infrastructure interventions.

23. The Welsh Government preferentially selects its data once again in Figure 4 by comparing an 'average September weekday' ((editor's note: footnote 15) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 10). It seems peculiar, to say the least, to use this metric when empirical data on traffic is available from Office for National Statistics (see Figure 1 in this document).

24. Likewise in Figure 6, the Welsh Government uses 'a typical week in May 2013' ((editor's note: footnote 16) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 11), travelling in one direction between two junctions on the M4. This, like Figure 4, is anecdotal evidence unsuited for use in a public consultation document, and the Figure and the subjective interpretation that follows should be excised from the consultation.

25. Likewise, Figure 7 is anecdotal evidence and should be excised. No evidence is presented to justify the statement:

'traffic volumes have risen back to the 2005.. level' ((editor's note: footnote 17) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 12).

26. No evidence has been presented that the proportion of journeys of greater or less than 20 miles (Figure 8) is unusual. Given that the Welsh Government has no empirical data on congestion, this Figure is in any case irrelevant.

27. The principal reason for the consultation recommending infrastructure interventions to the M4 around Newport - that of congestion and increasing volume of traffic - has no basis in evidence.

28. As we will see below, this lack of evidence has not stopped the Welsh Government from eliminating non-infrastructure options from the consultation.

29. Traffic forecasting by the Department for Transport has been risible ((editor's note: footnote 18) <http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/ltt-130412>):

(editor's note: not entered into database - graph showing DfT car traffic forecasts and actual growth between 1970 and 2040)

30. Professor of Transport Policy Phil Goodwin comments:

'The figure you see above is the result so far, for car traffic, showing successive downwards revision of the forecasts as for 25 years car traffic stubbornly refused to behave according to expectations. The revisions were of the form 'growth later', not 'less growths anybody, just anybody, looking at

this graph is going to think that there is a downside risk of the long term traffic flows being substantially less than the forecasts, as they have continually been for at least the last quarter of a century' ((editor's note: footnote 19) <http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/ltt-130412>).

31. The Welsh Government does not forecast traffic numbers for Wales ((editor's note: footnote 20) Personal communication, Henry Small, 27 November 2013). However, the Department for Transport did make such a projection for Wales in 2011 ((editor's note: footnote 21) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/4244/road-transport-forecasts-2011-annex-miles.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4244/road-transport-forecasts-2011-annex-miles.xls)).

32. The DfT's projection of growth in traffic is shown in the table below.

(editor's note: not entered into database: table showing DFT's projection of growth in traffic between 2003 and 2035)

33. Over the period 1993-2012 the average annual growth rate was 1.11% ((editor's note: footnote 22) <https://www.gov.uk/government/publications/road-traffic-estimates-in-great-britain-2012-TRA8901.xls>).

34. Yet again, the Department for Transport forecasts appear to be out of kilter with reality.

35. Actual traffic volumes in Wales are shown in Figure 1 in this document.

36. Friends of the Earth Cymru has calculated a 'back-cast' based on factors that mimic the forecasted growth in traffic volumes by the Welsh Government (Figure 2 in this document).

(editor's note: not entered into database - graph charting actual DfT, WG projection and FoE Fore backcast between 1989 and 2031)

Figure 2. A back-cast using factors that mimic the Welsh Government's forecast for traffic growth

37. The model used by the Welsh Government appears to be seriously deficient, with factors as yet unaccounted for having a major impact on the forecast.

38. By 2012 the distance travelled in a car (as either driver or passenger) had decreased by 9.7% since 2002 to 5,214 miles per person per year ((editor's note: footnote 23) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/35603/nts0309.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/35603/nts0309.xls)). People have now reduced the number of travel trips to fewer than the number they took in 1972/73 ((editor's note: footnote 24) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/200157/nts0101.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/200157/nts0101.xls)); at 954 this is the lowest figure on record.

39. The National Travel Survey provides insights into the reasons that people may not wish to drive: 'The NTS monitors the reasons why people are choosing not to drive and the likelihood that non-licence holders will acquire a licence. Overall, the most common reasons mentioned for not learning to drive were 'cost of learning to drive' (32%), 'not interested in driving' (29%) and 'family and friends drive me when necessary' (29%). In younger age groups, cost factors remain the main barrier to learning to drive. Of those aged 17-20, 59% mentioned 'cost of learning to drive' as a reason, 46% said the 'cost of insurance' and 42% said 'cost of buying a car'. When asked for the main reason the majority of 17-20 year olds said 'cost of learning to drive' (35%). Of all non-licence holders the majority (60%) said that they never intend to learn to drive' ((editor's note: footnote 25) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/243957/nts2012-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/243957/nts2012-01.pdf) page 4).

40. It should be noted that the average number of cars per household has decreased to 1.13 and is now at its lowest level since 2005 ((editor's note: footnote 26)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/35586/nts0205.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/35586/nts0205.xls)).

41. 24 per cent of households in Wales in 2011/12 own no car or van, up from the lowest figure of 21 per cent in 2009/10 ((editor's note: footnote 27) <http://wales.gov.uk/docs/statistics/2013/131022-people-vehicle-licensing-vehicle-ownership-2012-en.xls> Table 1).

42. Further:

'Changes in car usage tend to be affected by wider economic factors, such as the state of the economy and fuel prices, which influence car ownership and the trip behaviour of car owners. Increases to the cost of motoring could be expected to have a negative effect on car use' ((editor's note: footnote 28) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file-243957/nts2012-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file-243957/nts2012-01.pdf) page 6).

43. The National Travel Survey conclusions are borne out by recent statistics. In 2012-13 just 59,260 driving tests were conducted in Wales, the lowest figure since records began in 2001-02 ((editor's note: footnote 29) <http://wales.gov.uk/docs/statistics/2013/131022-people-vehicle-licensing-vehicle-ownership-2012-en.xls> Table 5). The figure is a 32% reduction from the peak of 87,037 in 2006-07.

44. The M4 consultation document makes reference to the 'global recession' ((editor's note: footnote 30) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> pages 10-11), with the implication that this alone is responsible for the reduction in traffic volumes. GDP in the UK is shown in Figure 3 in this document.

(editor's note: not entered into database - graph showing UK GDP between 2005 and 2011)

Figure 3. GDP in the UK (£ million at current prices) ((editor's note: footnote 31) <http://www.ons.gov.uk/ons/rel/naa1-rd/united-kingdom-national-accounts/the-blue-book--2012-edition/united-kingdom-national-accounts---blue-book--2012-edition.pdf> page 56)

45. The UK economy contracted from 2008-09 but increased in every other year from 2005 to 2011.

46. It is impossible to reconcile the continued reduction in traffic with the Welsh Government's contention that the contracting economy is responsible. Clearly other factors are at play than the ones the Welsh Government is assuming will result in substantial traffic growth.

#### Transport modelling

47. The forecasts for growth in traffic used by the Welsh Government are based on the UK Government Department for Transport's National Trip End Model.

48. Guidance for the model makes clear the factors that are not taken into consideration:

'5.2.1. For any movement where there is a choice of modes, the proportion of travellers choosing each mode ('modal split') is liable to change over time. Within a trip-end modelling framework, there are three possible reasons for such change:

a - Changes in the generalised cost of travel for the different modes (whether money cost, parking availability, speed, journey quality, or other factors).

b - Changes in the disutility that people attach to different elements of generalised cost, even when those elements do not appear to change. The principal effect here is that as people get richer, a fixed real money cost has a diminishing effect as a deterrent to travel. But this category also potentially includes the impact of changes in 'taste'. For example, if cycling becomes increasingly fashionable, then the disutility of spending time on a bicycle may reduce, even if all the measurable characteristics of cycling remain unchanged.

c - Changes in demographic totals, which will have an effect even if the behaviour of each category of people and the costs that they face remain the same. For example, if elderly people make more use of bus than the general population, then an increase in the proportion of elderly people would be expected, other things being equal, to lead to increasing bus use.

5.2.2. The above comprehensive modelling framework is not affected by the existence of a target or declared policy for modal shift. Such a policy can only be effective if it leads to a change in costs or in perception of costs. Although it is important to ensure that models are consistent with observed trends, any observed trend in modal split is likely to be in essence some combination of these three factors.

5.2.3. TEMPRO models only the impact of (c), the demographic factors. They can be expressed as being a reference case at constant generalised cost and constant value of time, while allowing for the expected changes in car ownership as people become richer. It is then for local models to take account of:

- Generalised cost changes by each mode;
- Other impact of rising incomes - represented as increasing travellers' value of time over time, leading to longer trips and a shift towards the more expensive modes;
- Any local policy action to influence travellers' 'taste' for different modes' ((editor's note: footnote 32) <http://www.dft.gov.uk/webtag/documents/expert/unit3.15.2.php#052>).

49. Of the three factors (cost of travel, disutility and demographic change), 'TEMPRO models only the impact of.. the demographic factors'. Changing cost of travel is not covered, and the costs of motoring 'need to be taken into account separately' ((editor's note: footnote 33) [http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/tempro/files/ntem62\\_guidance.pdf](http://webarchive.nationalarchives.gov.uk/20121204115212/https://www.dft.gov.uk/tempro/files/ntem62_guidance.pdf) page 66).

50. The petrol price in the UK has risen from 77.8p per litre in April 2004 to 141.7p per litre in April 2012 ((editor's note: footnote 34) [http://www.ons.gov.uk/publications/re-reference-tables.html?newquery=\\*&newoffset=75&pagesize=25&edition=tcm%3a77-267317](http://www.ons.gov.uk/publications/re-reference-tables.html?newquery=*&newoffset=75&pagesize=25&edition=tcm%3a77-267317) Table ENV 0105), or an increase of 82%. This substantial change in cost of travel is unaccounted for by the Welsh Government. The modelling also takes no account of future fuel price increases. Any further increase would further suppress traffic volumes.

51. It is conceivable that the Welsh Government is taking into account forecast vehicle efficiency in reducing the impact of price on future traffic modelling. However, fuel consumption for cars in real-world driving in 2011 was 21% greater than that assumed from testing (and presumably used by the Welsh Government in its modelling) ((editor's note: footnote 35) <http://www.theicct.org/fuel-consumption-discrepancies>). Some studies put this discrepancy at 35% ((editor's note: footnote 36) <http://www.europarl.europa.eu/sides/getdoc.do?pubref=-//ep//text+wq+e-2013-000307+0+doc+xml+v0//en>). These flaws in testing vis a vis real life have major implications for assumptions being made by governments on forecast improvements in fuel efficiency by the vehicle fleet in general.

52. In fact, the assumptions used by the Welsh Government in calculating future improvements in fuel efficiency are so flawed that the European Commission is replacing the current 20-year-old testing procedure with a new one in 2014 which it is hoped:

'will enable the gap between declared and actual fuel consumption to be reduced thus providing more reliable information to the consumers and legislators' ((editor's note: footnote 37) <http://www.europarl.europa.eu/sides/getallanswers.do?reference=e-2012-000307&language=en>).

53. Factors causing uncertainty in relation to transport supply in the model include:

- 'New road schemes/road improvements;
- New passenger transport schemes/passenger transport improvements;
- Road space reallocation (e.g. introduction of bus lanes);
- New/improved cycle facilities;
- New/improved pedestrian facilities;
- Parking supply;

- Park and ride schemes; and

- Traffic management schemes' ((editor's note: footnote 38)

<http://www.dft.gov.uk/webtag/documents/expert/unit3.15.5.php> section 1.4.15)

54. It should be noted that many of these 'factors causing uncertainty' ((editor's note: footnote 39) Some factors have apparently been considered, including dualling of the A465 and electrification of the south Wales mainline - see

<http://wales.gov.uk/about/foi/responses/dl2013/octdec/transport1/atish7891/?lang=en> - however the level of consideration received does not appear to be extensive) apply to the proposed M4:

- Additional railway stations, some with Park and Ride facilities, which are likely to have a reductive effect on M4 traffic.

- The South Wales Metro, which is highly likely to have a reductive effect on M4 traffic, and to which funding has been allocated.

- New/improved walking and cycling environment as a result of the Active Travel Act, which is likely to have a reductive effect on M4 traffic, and is highly likely to be commissioned.

- Traffic management schemes in the vicinity of Brynglas Tunnels which smooth traffic flow. It is not clear what effect this has on traffic volumes, although the impact on congestion is highly likely to be reductive.

55. No detailed analysis has been undertaken of these factors. The SEA simply notes that cumulative effects of the proposed plan or programme have already been identified through the SEA of the National Transport Plan:

'In particular, the following corridor-related effects on the east-west corridor in south Wales were identified in Section 5.3 of the NTP SEA:

'The proposals to dual sections of the A465 Heads of the Valleys Road could result in traffic using this route as an alternative to the M4 which coupled with the proposed package of measures to improve the efficiency of the M4 in South East Wales could result in increased long distance traffic flows through this corridor. The electrification of the Great Western Mainline would provide an improved long-distance alternative, whilst improvements proposed for local rail services provide opportunities to reduce commuting related car use in this corridor.' ((editor's note: footnote 40) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 93).

56. The paragraph quoted by the Welsh Government in the SEA under current consultation does not exist in the SEA Statement ((editor's note: footnote 41) <http://wales.gov.uk/docs/det/publications/100329seaen.pdf>), nor the Addendum ((editor's note: footnote 42) <http://wales.gov.uk/docs/det/publications/100329seaaddendum.pdf>) to which reference is made in section 5.3 of the SEA Statement. It is conceivable that the quote comes from the SEA that accompanied the draft National Transport Plan, published in August 2009. However an exhaustive search online has failed to reveal the SEA or the Welsh Government quote.

57. No matter: the Welsh Government concludes that:

'The SEA of the draft Plan has not identified any reason to alter these conclusions and has not identified any additional cumulative effects with the NTP' ((editor's note: footnote 43) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 93).

58. Further:

'1.5.11 The transport supply aspects of the without-scheme case should be based on the uncertainty log. However, there may be circumstances where it is clear that transport conditions without the project are such that further improvements to the transport system are likely. Where that is the case, these improvements should be included even if they weren't identified in the list of transport changes. However, this kind of without-scheme improvement should not involve large expenditures (up to say 20% of the proposed scheme cost). This would run the danger of severely distorting the appraisal. Where this is an issue, the improvements should be redefined as an

alternative with- scheme case' ((editor's note: footnote 44)  
<http://www.dft.gov.uk/webtag/documents/expert/unit3.15.5.php>).

59. So high-cost transport system improvements - such as electrification of the mainline, the south Wales metro, and dualling of the A465, 'run the danger of severely distorting the appraisal'.

60. It is unclear from the statement of cumulative impacts referred to above, nor from the information on the Welsh Government's website ((editor's note: footnote 45)  
<http://wales.gov.uk/about/foi/responses/dl2013/octdec/transport1/atish7891/?lang=en>), how much analysis has been undertaken of the potential impact of these factors on the proposed plan.

61. The traffic forecast used by the Welsh Government - which is the sole justification for making infrastructure interventions:

- Uses a model discredited by transport academics
- Runs the risk of 'severe distortions' resulting from a failure to take account of high-cost infrastructure interventions since at least 2009 ((editor's note: footnote 46) We are unable to judge whether or not sufficient consideration was made due to the 2009 SEA being unavailable)
- Takes no account of fuel costs, which guidance states 'need to be taken into account separately', and which by some analyses could entirely erode the projected increase in traffic

#### Safety

62. No evidence is provided that the M4 around Newport is unsafe, although the consultation document tries to infer that to be the case. This is despite our previous consultation response that pointed out: 'The Welsh Government's consultants have kindly provided Friends of the Earth Cymru with crash data from 2009 and 2010. These reveal that there were substantially fewer crashes in 2009 and 2010 than in any other year for which information is available (i.e. from 2002 to 2008) Using the most recent crash statistics we have shown that the junctions under examination are substantially safer than the UK motorway average, and in some cases stunningly so. This is partially conceded in the Appendix to the consultation document ((editor's note: footnote 47) Page 56: 'However, in 2010, the first complete calendar year with a 50 mph speed limit and average speed cameras, there were 40 personal injury accidents on the M4 between Magor and Castleton. This compares to an average of 47 personal injury accidents per year for the period 2003-2007.). The safety case is therefore unproven' ((editor's note: footnote 48)  
[http://www.foe.co.uk/sites/default/files/downloads/m4\\_consultation\\_response.pdf](http://www.foe.co.uk/sites/default/files/downloads/m4_consultation_response.pdf) page 12).

#### Problems

63. The Welsh Government has not taken the opportunity to modify the goals and objectives of the M4 Corridor around Newport, using the following rationale:

'17 problems were identified; which encompassed issues of capacity, (network) resilience, safety and sustainable development. It is considered that the problems have not changed since 2012. 15 goals were identified and each one aimed to address one or more of the problems. As the problems have not changed there was no need to revisit the goals' ((editor's note: footnote 49)  
<http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 9).

64. Even considering just one of the problems identified, namely safety (see above), the Welsh Government is wholly unjustified in stating that 'the problems have not changed'.

65. The 15 objectives proposed for the plan or programme were adopted as a result of consultation with a limited number and range of stakeholders in 2007 (not 2012) ((editor's note: footnote 50)  
<http://www.m4cem.com/downloads/reports/issue%20report%20stage%201%20problems%20and%20goals.pdf> pages 2-3  
<http://www.m4cem.com/downloads/reports/issue%20report%20stage%201%20problems%20and%20goals.pdf> page 1).

We are unable to judge whether or not sufficient consideration was made due to the 2009 SEA being unavailable

Page 56: 'However, in 2010, the first complete calendar year with a 50 mph speed limit and average speed cameras, there were 40 personal injury accidents on the M4 between Magor and Castleton. This compares to an average of 74 personal injury accidents per year for the period 2003-2007.

[http://www.foe.co.uk/sites/default/files/downloads/m4\\_consultation\\_response.pdf](http://www.foe.co.uk/sites/default/files/downloads/m4_consultation_response.pdf) page 12

<http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 9

<http://www.m4cem.com/downloads/reports/ISSUE%20Report%20Stage%201%20Problems%20and%20Goals.pdf> pages 2-3

<http://www.m4cem.com/downloads/reports/ISSUE%20Report%20Stage%201%20Problems%20and%20Goals.pdf> page 1

66. Article 5(2) of the SEA Directive requires that 'current knowledge and methods of assessment' be used in order to determine reasonable alternatives. The SEA consultation has not used statistics that are up to date, nor methods of assessment that are rigorous. These failures have led the Welsh Government to propose a plan that has discounted non-infrastructure alternatives, and together mean that Articles 5(1) and 5(2) have been breached.

67. The original list of problems to be solved by the M4 CEM, and substantively unchanged by the current SEA, was 'outlined for the public in a brochure distributed in April 2006' ((editor's note: footnote 51) <http://wales.gov.uk/about/foi/responses/dl2013/octdec/transport1/atn7891/?lang=en>) and first appears in the M4CEM process in a highway planning workshop held in 2007 ((editor's note: footnote 52)

<http://www.m4cem.com/downloads/reports/issue%20report%20stage%201%20problems%20and%20goals.pdf> page 1). It is therefore seven years out of date. Listed below are the problems listed in the SEA, and reasons why they are not based on evidence or are otherwise irrational.

(editor's note: text from table)

Problem: Regular congestion at peak times over extended periods.

Concerns: Welsh Government has no congestion statistics. Wholly unsubstantiated by evidence; Welsh Government approach partially discredited by Welsh Government ((editor's note: footnote 53) Extensively discredited by Friends of the Earth Cymru in our July 2012 response. Welsh Government consultation document page 22 'However, traffic congestion will not simply disappear as a result of capacity increase'.)

Problem: The M4 around Newport is used as a convenient cross town connection for local traffic, with insufficient local road capacity.

Concerns: No evidence provided that 40% of journeys 20 miles or less is an unusual figure; data date from 2005 and are out of date. Junction closures would appear to be the solution to this problem, and are acknowledged by Welsh Government to be effective at reducing traffic on the M4 ((editor's note: footnote 54)

<http://www.m4cem.com/downloads/reports/m4%20cem%20stakeholder%20workbook.pdf> page 33).

Problem: HGVs do not operate efficiently on the motorway around Newport.

Concerns: No evidence provided

Problem: There is insufficient capacity through some of the Junctions (e.g. 3 lane capacity drops to 2 lane capacity).

Concerns: Sufficient capacity is related to congestion, of which no measure is available, or traffic numbers, which are declining

Problem: The 2-lane Brynglas tunnels are a major capacity constraint.

Concerns: Sufficient capacity is related to congestion, of which no measure is available

Problem: The M4 cannot cope with increased traffic from new developments.

Concerns: No modelling provided of traffic generated by new developments; no description of what is meant by 'cannot cope'

Problem: 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.

Concerns: The same is true of most roads; alternative routes anywhere in the UK are unlikely to be able to cope with motorway traffic because they are not motorways

Problem: The road and rail transport system in and around the M4 Corridor is at increasing risk of disruption due to extreme weather events.

Concerns: The same is true of all roads and railways

Problem: When there are problems on the M4, there is severe disruption and congestion on the local and regional highway network.

Concerns: The same is true of all motorways

Problem: The M4 requires essential major maintenance within the next 5-10 years; this will involve prolonged lane and speed restrictions, thus increasing congestion problems.

Concerns: The same is true of most roads; maintenance of existing highways does not of itself necessitate highway infrastructure development elsewhere; no congestion data available

Problem: There is insufficient advance information to inform travel decisions when there is a problem on the M4.

Concerns: Solution is to provide better advance information, not build new highway infrastructure

Problem: The current accident rates on the M4 between Magor and Castleton are higher than average for UK motorway.

Concerns: Friends of the Earth Cymru research indicates this is untrue; these sections of motorway are safer than average, as confirmed by Welsh Government ((editor's note: footnote 55) See footnote on page 10 <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf>)

Problem: The existing M4 is an inadequate standard compared to modern design standards.

Concerns: This is not a problem if it causes no problems

Problem: Some people's driving behaviour leads to increased accidents (e.g. speeding, lane hogging, unlicensed drivers).

Concerns: Highway infrastructure development is unlikely to change people's driving behaviour for the better

Problem: There is a lack of adequate sustainable integrated transport alternatives for existing road users

Concerns: Highway infrastructure development is unlikely to improve this

Problem: Traffic noise from the motorway and air quality is a problem for local residents in certain areas

Concerns: Highway infrastructure development is unlikely to improve this; or will create a problem for local residents elsewhere

Problem: The existing transport network acts as a constraint to economic growth and adversely impacts the current economy.

Concerns: No evidence provided to back up this assertion

(editor's note: end of text from table)

68. Despite Friends of the Earth Cymru having contested - and rebutted - several of the 'problems' through our consultation responses of July and December 2012 the Welsh Government appears to have determined that not one of our rebuttals has enough merit to reconsider the objectives. This is despite the Gunning principles ((editor's note: footnote 56)

<http://www.adminlaw.org.uk/docs/18%20january%202012%20sheldon.pdf> page 2) requiring the Welsh Government to have 'conscientiously' taken account of the product of consultation.

69. If the problems have been discredited it follows that the objectives of the plan or programme are contested. But given that both the objectives of the plan or programme are contested and:

'SEA objectives are used to help show whether the objectives of the plan or programme are beneficial for the environment' ((editor's note: footnote 57)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 28),

it is logical to conclude that the SEA objectives may not be asking the correct questions of the plan or programme. In short, the SEA objectives are invalid because the Welsh Government has failed to substantively update the 'problems' and therefore the objectives since at least 2007.

70. Our supposition that the Welsh Government failed to take proper account of consultation responses that contested the government's application of evidence is strengthened by the participation report published by the Welsh Government in August 2013:

'90 respondents made comments about the data presented in the Consultation Document. Criticisms related to the age of the data used and.. that incorrect assumptions about continuing traffic growth were used' ((editor's note: footnote 58)

<http://www.m4cem.com/downloads/reports/issue%20for%20publication%20m4%20cem%20participation%20report.pdf> page 45).

71. We consider that the Welsh Government has failed to take meaningful account of the evidence provided by Friends of the Earth Cymru, and others, throughout this process, and that its insistence that the problems are the same as those raised in 2012, unfettered by our challenges and evidence to the contrary, not least in relation to safety, and by evidence available to the Welsh Government and not previously raised by us and others, is unlawful.

72. The entire basis of problems on which the M4 CEM is based is legitimately disputed, yet the public had no opportunity to challenge the problems because they were generated prior to public consultation.

73. Additional factors that the Welsh Government appears to have failed to consider include:

- The Department for Transport's 2011 projections of road traffic for Wales suggested an increase of traffic from 16.5 billion miles in 2010 to 17.3 billion miles in 2015 ((editor's note: footnote 59) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/4244/road-transport/forecasts-2011-annex-miles.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4244/road-transport/forecasts-2011-annex-miles.xls)). With the information available to the Welsh Government by the publication date of the SEA, it should have been obvious that this projection was unlikely to be met.

- Traffic volumes have continued to decrease while economic growth has occurred, casting further doubt on the assumptions made by the Welsh Government's modelling of future traffic growth

- A substantial number of other transport schemes in south Wales - including the South Wales Metro - that will have a reductive effect on traffic in the region.

74. Welsh Government SEA guidance provides for a 'hierarchy of alternatives':

'Obviation of demand is often environmentally and socially better than providing for demand or rationing consumption through price or limited capacity.. Obviation is not the same thing as

restricting or thwarting demands which may simply lead to the displacement of a problem: it is better seen as looking for different, more sustainable, means to achieve human quality of life ends' ((editor's note: footnote 60)  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) pages 68-69).

(editor's note: text from table)

Figure 14 - 'Hierarchy' of alternatives

Need or demand: is it necessary?

Can the need or demand be met without implementing the plan or programme at all?

Can the proposal (development, infrastructure etc) be obviated?

Mode or process: how should it be done?

Are there technologies or methods that can meet the need with less environmental damage than 'obvious' or traditional methods?

Location: where should it go?

Timing and detailed implementation:

When, in what form and in what sequence, should developments be carried out?

What details matter, and what requirements should be made about them?

(editor's note: end of text from table)

75. Obviation of the proposal has not been properly considered because the 'problems' have not been reassessed and the goals of the plan or programme are therefore invalid.

76. We consider the Welsh Government to have failed to take adequate consideration of factors that should have led to a reassessment of the objectives of the plan or programme.

77. We also consider that the Welsh Government has failed to take consideration of its own guidance in not making efforts to consider whether or not the preferred plan is necessary through failing to reappraise the problems since at least 2007.

78. The significance of this failure of the Welsh Government to reassess the problems cannot be overstated. If there is no evidence for many of the problems, or if they can be alleviated by means other than the proposed motorway, then the whole planning process adopted by the Welsh Government is fundamentally flawed. The SEA is invalid.

Appraisal

79. We are surprised by some of the assumptions made in the appraisal of the alternatives on their likely economic, social and environmental impacts.

(editor's note: text from table)

Criterion: Transport economic efficiency

Concern - road alternatives: The Welsh Government has no measure of congestion. The Welsh Government has published no analysis of value for money.

Criterion: Greenhouse gas emissions

Concern - road alternatives: The Welsh Government has published no evidence that reducing congestion reduces vehicle emissions.

Criterion: Transport safety

Concern - road alternatives: The Welsh Government has published no evidence that the existing motorway is unsafe. No evidence as to why reduced congestion and delays would provide benefits to transport safety. No evidence to support the contention that 'on completion of the new road it is likely that the total number of accidents on major roads in Newport would fall' ((editor's note: footnote 61) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 39).

Criterion: Personal security

Concern - road alternatives: The Welsh Government has published no evidence to indicate that reduced delays are linked to reduced perceptions of vulnerability to crime.

Criterion: Physical fitness

Concern - road alternatives: Unclear how a scheme that 'is unlikely to lead to any changes in travel by active modes' ((editor's note: footnote 62) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 34) will have a positive impact on physical fitness.

Criterion: Equality, diversity and human rights

Concern - road alternatives: The Welsh Government has published no evidence to suggest how equality is improved by massive investment in road transport. Evidence indicates the opposite; expenditure on petrol and diesel is much greater in high-income households, and car ownership much lower in low income households ((editor's note: footnote 63) <http://naturiaethwr.wordpress.com/2013/11/11/treth-tanwydd/>). And people on low incomes are disproportionately dependent on the services that are eroded by interest payments on public debt.

Criterion: Transport economic efficiency

Concern - do minimum: The Welsh Government has no measure of congestion, nor any analysis demonstrating that business performance is impacted as a result.

Criterion: Greenhouse gas emissions

Concern - do minimum: The Welsh Government has published no evidence that reducing congestion reduces vehicle emissions. Difficult to conceive Welsh Government reasoning that greenhouse gas emissions will be worse under do minimum scenario than under road-building.

Criterion: Transport safety

Concern - do minimum: The Welsh Government has published no evidence that the existing motorway is unsafe.

Criterion: Physical fitness

Concern - do minimum: Unclear how physical fitness is worse under 'do minimum' than under road building scenarios.

Criterion: Equality, diversity and human rights

Concern - do minimum: Unclear how equality, diversity and human rights are worse under 'do minimum' than under road building scenarios.

(editor's note: end of text from table)

80. So, for example, there is no published evidence for coming to any conclusion on Transport Economic Efficiency criterion, yet the road alternatives see major positive ratings while 'do minimum' has a major negative rating.

81. Given the propensity for anecdotal evidence - or, indeed, an absence of evidence - the Welsh Government's assessments must be treated with extreme caution.

## Strategic Environmental Assessment and sustainable development

The objectives of the SEA Directive include the promotion of sustainable development ((editor's note: footnote 64)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 20).

83. The Welsh Government's sustainable development scheme is set out in 'One Wales: One Planet' ((editor's note: footnote 65)

<http://wales.gov.uk/docs/desh/publications/090521susdev1wales1planeten.pdf>).

84. Within the lifetime of one generation (by 2027) ((editor's note: footnote 66) The lifetime of one generation is defined by the Welsh Government as 'by the time our children are grown up'. We have taken this to mean a period of 18 years. The One Wales: One Planet document was published in 2009.), the Welsh Government says:

'we must.. organise the way we live and work so we can travel less by car wherever possible' ((editor's note: footnote 67)

<http://wales.gov.uk/docs/desh/publications/090521susdev1wales1planeten.pdf> page 18).

85. A sustainable Wales is one where:

'Walking and cycling are much more commonplace. There is greatly enhanced provision for cyclists and pedestrians within towns and cities, with improved walking and cycling networks, as well as better street design and traffic management measures. There are fast, reliable, affordable public transport services connecting major settlements. There are frequent, reliable mass transit services within cities and more heavily urbanised regions. There is a coherent network of sustainable transport options within rural Wales. Travel Plans are part of all new developments. All employers develop and implement Travel Plans.

The 'school run' has been replaced by organised school transport or group walking/cycling. Petrol and diesel prices remain high, engine efficiency has increased with the widespread take-up of hybrid vehicles. People buy smaller, more efficient cars, and lift-sharing is a common way of travelling. The carbon content of transport fuels has reduced. The rate of growth in air travel has slowed down and it is no longer regarded as a necessity' ((editor's note: footnote 68)

<http://wales.gov.uk/docs/desh/publications/090521susdev1wales1planeten.pdf> page 21).

86. The SEA consultation document ((editor's note: footnote 69) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf>) makes no mention of sustainable development, other than as a category of problems to be solved and a recognition that SEA contributes to the promotion of sustainable development.

87. It is difficult to conceive that the Welsh Government genuinely wishes this process to contribute to the promotion of sustainable development, not least because by 2027 government policy requires that we must travel less by car wherever possible.

88. The five shared principles of sustainable development among the governments of the UK are ((editor's note: footnote 70)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 21):

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly

89. The infrastructure options presented by the Welsh Government do not help us live within environmental limits.

90. Given the lack of accessibility to private road transport for the poorest in society, and the overwhelming evidence ((editor's note: footnote 71) See <http://naturaiaethwr.wordpress.com/2013/11/11/treth-tanwydd/>, for example) that richer people make more use of private road transport than poorer people, it is difficult to see how the infrastructure options presented contribute to a strong, healthy and just society.

91. The Welsh Government has presented no evidence that the infrastructure options will help achieve a sustainable economy.

92. Good governance depends in part on open consultations that take account of representations made. The Welsh Government's previous SEA consultation was unlawful. We consider this consultation to be so flawed as to be unlawful and the Welsh Government to have failed to conscientiously consider previous consultation responses from ourselves and others that have challenged the case for new infrastructure.

93. Responsible use of sound science includes the use of up-to-date evidence on which to base policy. This SEA singularly fails to do so.

94. We contend that the Welsh Government has failed to consider sustainable development to any meaningful degree in the SEA consultation.

95. The M4 consultation document devotes one page to sustainable development ((editor's note: footnote 72) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 14). The Welsh Government considers sustainable development to relate exclusively to economic growth, air pollution and noise. The assertions in the one sentence that mentions carbon emissions have already been contested by Friends of the Earth Cymru in previous consultation ((editor's note: footnote 73) [http://www.foe.co.uk/resource/consultation\\_responses/m4\\_consultation\\_response.pdf](http://www.foe.co.uk/resource/consultation_responses/m4_consultation_response.pdf) pages 8-9).

96. Either the Welsh Government's understanding of sustainable development is not as defined in its own Sustainable Development Scheme ((editor's note: footnote 74) <http://wales.gov.uk/docs/desh/publications/090521susdev1wales1planeten.pdf>), or this consultation does not comply with the Welsh Government's definition.

#### Strategic Environmental Assessment - reasonable alternatives

97. Regulation 12(2)(b) sets out a requirement for SEA to consider alternatives ((editor's note: footnote 75) <http://www.legislation.gov.uk/uksi/2004/1633/regulation/12/made>).

98. Welsh Government guidance states that:

"up the hierarchy' thinking could suggest a wider, and more sustainable, range of alternatives than hitherto considered. Stakeholders may usefully be involved in the generation and assessment of both strategic and more detailed alternatives through consultation. Demonstrating that there are choices to be made is an effective way of engaging stakeholders in the process. The alternatives considered throughout the process must be documented and reasons given on why they are or are not taken forward' ((editor's note: footnote 76) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 69).

99. The Welsh Government's public transport assessment demonstrated that up to 3% traffic reductions could be realized on the M4 around Newport with a set of public transport improvement measures with a capital cost of £300 million ((editor's note: footnote 77) <http://www.m4cem.com/downloads/reports/issue%20public%20transport%20overview%2012.03.12%20revised.pdf>). This assessment does not include the South Wales Metro, which has recently received £62 million of capital allocation ((editor's note: footnote 78) <http://www.walesonline.co.uk/business/business-news/edwina-hart-gives-backing-south-6225251>), and which will have a reductive effect on M4 traffic.

100. The Welsh Government has excluded public transport from consideration despite conceding that there exists:

'Uncertainty as to the success in achieving behavioural changes to result in a modal shift to more sustainable modes of travel' ((editor's note: footnote 79) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 95).

101. The Welsh Government has shown that the partial closure of just one motorway junction could result in a 5% reduction in peak traffic through the Brynglas Tunnels (widely regarded as the most restricted point on the M4 around Newport) ((editor's note: footnote 80) <http://www.m4cem.com/downloads/reports/m4%20cem%20stakeholder%20workbook.pdf> page 33).

102. Alternative options that relate solely to 'common measures', 'public transport measures' and 'junction closures' (and these measures in combination) should have been included in the SEA, because the objectives of the plan or programme have not been shown to be unachievable using a combination of these measures.

103. The Welsh Government's rationale for failing to include public transport measures is: 'because the Welsh Government has commissioned a separate study and report on proposals to develop a metro system for South East Wales' ((editor's note: footnote 81) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 15).

104. This does not appear to be a robust rationale, not least because as discussed previously, the South Wales Metro is of a scale as to be likely to have a significant impact on traffic forecasts.

105. The Welsh Government has also failed to consider the Blue Route ((editor's note: footnote 82) <http://www.iwa.org.uk/en/publications/view/227>) promoted by Professor Stuart Cole and endorsed by the Institute of Welsh Affairs and the Chartered Institute of Logistics and Transport.

106. This is despite Professor Cole's contention that the Blue Route would meet all of the objectives of the proposal or plan, with:

- Far less environmental impact
- Significantly less expenditure (approximately one-third the cost)
- A timeline for completion considerably sooner than the preferred option
- Capacity for upgrades should they prove necessary
- Much broader support in civil society

107. It is also despite a number of NGOs, including Friends of the Earth Cymru, writing to the Minister in August with an entreaty to not proceed with the consultation until such time as the Blue Route could be included in the suite of options under appraisal.

108. The Welsh Government has also closed off any alternatives that are not either motorways south of Newport, or 'do minimum'. In reality the infrastructure alternatives selected are so similar as to be analogous. There are no effective choices for stakeholders to make other than to support or oppose a motorway south of Newport.

109. Welsh Government guidance states that:

'In conducting SEA, Responsible Authorities must appraise the likely significant environmental effects of implementing the plan or programme and any reasonable alternatives' ((editor's note: footnote 83) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 30).

110. Further:

'At this stage it may be possible to drop some alternatives from further consideration and document the reasons for eliminating them. Justifications for these choices will need to be robust, as they can affect decisions on major developments... Throughout this part of the assessment, it may be necessary to revisit earlier tasks such as the collection of baseline information, as new information

and issues emerge' ((editor's note: footnote 84)  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 31).

111. Regulation 12(3) of the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 stipulates that the Environmental Report must contain the information set out in Schedule 2. Clause 8 of Schedule 2 is:

'An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information' ((editor's note: footnote 85) <http://www.legislation.gov.uk/wsi/2004/1656/made>).

112. The two justifications given in the SEA for the options appraised are:

- The M4 CEM WeITAG Stage 1 (Strategy Level) Appraisal concluded that the options were appropriate
- The consultation resulted in public support for a motorway to the south of Newport ((editor's note: <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 14)

113. It is the opinion of Friends of the Earth Cymru that insufficient reasoning has been provided for selecting the alternatives dealt with.

114. The Welsh Government's more detailed reasoning for selecting the alternatives it has chosen to subject to strategic environmental assessment appears to be found in an entirely different document, the WeITAG Appraisal Report Stage 1.

115. The assessment is based on previous iterations of option appraisal, which themselves failed to include reasonable alternatives ((editor's note: footnote 87)  
[http://www.m4cem.com/downloads/reports/Issue%20M4%20Corridor%20Around%20Newport%20WeITAG%20Appraisal%20Report%20Stage%201%20\(Strategy%20Level\).pdf](http://www.m4cem.com/downloads/reports/Issue%20M4%20Corridor%20Around%20Newport%20WeITAG%20Appraisal%20Report%20Stage%201%20(Strategy%20Level).pdf) pages 25-27)

116. Furthermore, the assessment was not open to consultation even though its conclusions ((editor's note: footnote 88)  
[http://www.m4cem.com/downloads/reports/Issue%20M4%20Corridor%20Around%20Newport%20WeITAG%20Appraisal%20Report%20Stage%201%20\(Strategy%20Level\).pdf](http://www.m4cem.com/downloads/reports/Issue%20M4%20Corridor%20Around%20Newport%20WeITAG%20Appraisal%20Report%20Stage%201%20(Strategy%20Level).pdf) pages 49-75) are based on a highly subjective set of assumptions related to performance of the options appraised, against a suite of transport planning objectives which were themselves not open to consultation.

117. It is also good practice, supported by the Welsh Government, to set out the other alternatives considered and the reason they were rejected ((editor's note: footnote 89)  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) page 36). The Welsh Government has failed to do this.

118. It is the view of Friends of the Earth Cymru that the SEA consultation is deficient in:

- Failing to consider reasonable alternatives (including the 'Blue Route' ((editor's note: footnote 90) <http://www.iwa.org.uk/en/publications/view/227>), and alternatives relating to 'common/complementary measures', 'public transport measures', 'junction closures', and these measures in combination)
- Failing to provide adequate reasoning for the alternatives the Welsh Government has chosen to subject to strategic environmental assessment

119. The objective of the SEA Directive is:

'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development' ((editor's note: footnote 91) <http://eur-lex.europa.eu/lexuriserv/lexurisev.do?uri=celex:32001I0042:en:html>).

120. The SEA consultation undermines this aim, because it is facilitating significant damaging development by excluding reasonable alternatives that could meet the scheme's objectives without

environmental damage of the same scale as the alternatives subject to consultation.

Strategic Environmental Assessment - environmental objectives

121. The environmental objectives chosen raise a number of concerns (see Table).

(editor's note: text from table)

Environmental objective of draft plan: General comment

Concerns: No objective or subjective ranking of objectives. So climate change adaptation is of the same scale of importance as climate change mitigation, even though strong, early action outweighs the costs ((editor's note: footnote 92)

[http://news.bbc.co.uk/1/shared/bsp/hi/pdfs/30\\_10\\_06\\_exec\\_sum.pdf](http://news.bbc.co.uk/1/shared/bsp/hi/pdfs/30_10_06_exec_sum.pdf) page i)

Environmental objective of draft plan: General comment

Concerns: Social objectives over-represented compared to environmental objectives as compared to example given in statutory guidance ((editor's note: footnote 93)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) pages 65-66). Objectives 5, 6, 10 and 11 are primarily social criteria.

Environmental objective of draft plan: Improved air quality in areas next to the existing M4 around Newport

Concerns: Ignores air quality in areas next to new infrastructure

Environmental objective of draft plan: Reduce GHG emissions per vehicle and/or person kilometre

Concerns: Does not read across to NTP SEA objective 'reduce transport related GHG emissions'. Proposed environmental objective could lead to substantial increase in GHG emissions. Contrary to climate policies ((editor's note: footnote 94)

<http://wales.gov.uk/docs/desh/publications/101006ccstratfinalen.pdf> page 33) and sustainable

development policy ((editor's note: footnote 95)

<http://wales.gov.uk/docs/desh/publications/090521susdev1wales1planeten.pdf> page 18)

Environmental objective of draft plan: Effective adaptation measures to climate change are in place

Concerns: As described by the consultation, relates almost exclusively to protecting the proposed infrastructure from climate impacts. Ignores potential impacts of infrastructure on adaptation for existing environment.

Environmental objective of draft plan: Reduce disturbance to people from high noise levels.. within the existing M4 corridor

Concerns: Ignores disturbance in areas next to new infrastructure. Aggregate noise and vibration highly likely to increase with increased traffic at faster speeds.

Environmental objective of draft plan: Improved access to all services and facilities

Concerns: Duplication with the Health Impact Assessment ((editor's note: footnote 96)

[http://www.m4newport.com/assets/issue-m4-hia\\_publication.pdf](http://www.m4newport.com/assets/issue-m4-hia_publication.pdf) page 37), which is a more appropriate location and covers this issue in more detail

Environmental objective of draft plan: Protect and promote everyone's physical and mental wellbeing and safety

Concerns: Duplication with the Health Impact Assessment. The SEA notes 'A Health Impact Assessment is being undertaken, which includes an appraisal of health impacts of the Black Route..' ((editor's note: footnote 97) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 58)

Environmental objective of draft plan: Ensure that diversity, local distinctiveness and cultural

heritage are valued, protected, celebrated and enhanced

Concerns: Difficult to see why this is an SEA consideration rather than some of the other alternatives given in guidance

(editor's note: end of text from table)

Strategic Environmental Assessment - prediction of effects

122. Welsh Government guidance states:

'quantification is not always practicable, and qualitative predictions can be equally valid and appropriate.. However, qualitative does not mean 'guessed'. Predictions need to be supported by evidence, such as references to any research, discussions or consultation which helped those carrying out the SEA to reach their conclusions. The Environmental Report must document any difficulties such as uncertainties or limitations in the information underlying both qualitative and quantitative predictions. Assumptions, for instance about underlying trends or details of projects to be developed under the plan or programme, need to be clearly stated' ((editor's note: footnote 98) [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) pages 31-32).

123. The 2012 Strategic Environmental Assessment considered that a motorway to the south of Newport (Highway Infrastructure Option A) would have 'major negative' impacts on biodiversity, soil, water, material assets, cultural heritage and landscape/townscape ((editor's note: footnote 99) <http://www.m4cem.com/downloads/reports/m4%20cem%20sea%20environmental%20report%20%20appendices.pdf> page 80).

124. Major negative impacts are defined as being:

'Likely to affect the whole, or large part of the.. Programme area. Also applies to effects on nationally or internationally important assets. The effects are likely to be direct, irreversible and permanent. The magnitude of the predicted effects will also be major' ((editor's note: footnote 100) <http://www.m4cem.com/downloads/reports/m4%20cem%20sea%20environmental%20report%20%20appendices.pdf>).

125. The current (2013) Strategic Environmental Assessment considers that the impact of a motorway south of Newport on biodiversity, soil, water and material assets are now 'minor negative' ((editor's note: footnote 101) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 91), defined as being:

'likely to be limited to small areas within the M4 Corridor around Newport, or limited to small groups of people and receptors. Option would have a minor adverse effect on the environment but is not considered to be significant' ((editor's note: footnote 102) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 36).

126. There is no apparent justification for this significant shift in reducing the impact of a motorway to the south of Newport. SEA guidance requires mitigation measures to be taken into consideration during the preparation of the plan or programme ((editor's note: footnote 103) As stated on page 41 of the SEA consultation <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf>).

127. This SEA consultation does not give a rational explanation as to why the mitigation measures presented are so superior to those considered during the 2012 SEA that they downgrade many of the predicted effects from 'direct, irreversible and permanent' to 'not significant'.

128. The Welsh Government's rationale for this downgrading is as follows:

'no motorway south of Newport was considered as part of the 2012 proposals. The proposals did however include 'Highway Option A: additional high quality road to the south of Newport' The 2012 Strategic Environmental Assessment (SEA) type assessment considered this highway option individually with the other alternatives which formed part of M4 CEM at that time. The September 2013 SEA includes the Environmental Report required in accordance with the Regulations. This report appraises the environmental impact of all parts of the draft Plan, whose main element is a

proposed motorway south of Newport, its reasonable alternatives and a Do-Minimum scenario' ((editor's note: footnote 104) <http://wales.gov.uk/about/foi/responses/dl2013/octdec/transport1/atish7891/?lang=en>).

129. The conclusion that a 'high quality road to the south of Newport' has no relationship to a dual carriageway or motorway to the south of Newport is surprising, not least because:

- The dual carriageway (red route) option in the 2013 SEA consultation is referred to as a 'high quality road to the south of Newport' ((editor's note: footnote 105) <http://www.m4newport.com/assets/issue-m4-habitats-regulations---publication---a1.pdf> page 19)

- It follows a very similar, if not identical, route to that outlined in previous iterations of the M4 project, including the M4 CEM

130. The biodiversity impacts outlined in the SEA ('not significant') also do not concur with those stated in the consultation document ('large adverse impact') ((editor's note: footnote 106) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 53). It could be surmised that the Welsh Government would wish respondents to the consultation to think that it were seriously concerned about biodiversity impact, while the environmental assessment shows otherwise.

131. The Welsh Government has assessed the following environmental impacts of the dual carriageway (high quality road to the south of Newport) alternative as being identical to those of the preferred option (a motorway to the south of Newport) ((editor's note: footnote 107) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> pages 91-92):

- Greenhouse gas emissions
- Climate adaptation
- Biodiversity
- Population
- Human health
- Soil
- Water
- Material assets
- Cultural heritage
- Landscape and townscape

132. However, without prejudice to our case that the preferred option is analogous to Option A in the 2012 SEA consultation, even were we to assume that the Welsh Government had justification for this down-grading in impact, its judgement is highly questionable. It is not credible, for example, that: 'The net benefit [of the preferred option of a motorway south of Newport] for biodiversity is considered to be positive in the long-term' ((editor's note: footnote 108) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 57).

133. The Welsh Government's conclusions are all the more surprising when it also states that: 'insufficient information is available at this strategic stage to identify and evaluate the risk to biodiversity that the draft Plan, or a reasonable alternative, may pose' ((editor's note: footnote 109) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 95).

134. The flawed criteria used in the environmental objectives have naturally led to some contested findings. So the fact that the criterion related to air quality is related solely to existing infrastructure means that despite a likely overall increase in air pollution as a result of a new road (because of increased induced traffic ((editor's note: footnote 110) <http://www.vpti.org/gentraf.pdf>), the motorway option receives a highly beneficial rating ((editor's note: footnote 111)

<http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 43). The rationale seems to be that air pollution will be reduced as a result of a new motorway, when the reverse is likely to be the case.

135. The Welsh Government gives a positive rating for air pollution while conceding that there is: 'Uncertainty surrounding the changes in air quality and noise nuisance associated with the different measures' ((editor's note: footnote 112) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 95).

136. Likewise, the claim that in the short to medium term 'there could be a reduction in greenhouse gas emissions..' ((editor's note: footnote 113) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 47)

following building of a new motorway to the south of Newport cannot be objectively supported, is unsubstantiated by the Welsh Government, and is flatly contradicted by evidence from the Department for Transport.

137. Evidence supplied by the Department for Transport clearly shows that new road-building is associated with an increase in greenhouse gas emissions ((editor's note: footnote 114) <http://www.highways.gov.uk/foi/increased-road-capacity-and-greenhouse-gas-emissions/>).

138. In not one of the cases noted by the Department for Transport has additional road capacity led to anything other than a substantial increase in emissions.

139. Using the A46 Newark-Widmerpool improvement as the nearest approximation to the proposed draft plan, we have an additional 877 tonnes of greenhouse gases per mile of additional lane capacity in the opening year.

140. If we conservatively ((editor's note: footnote 115) Making the assumption that induced traffic will not increase as time goes by, or that any increase will be compensated by improved fuel efficiency of vehicles) assume that opening year additional greenhouse gases stay constant over time, and that the proposal is for 6 additional lanes each of length 14 miles then we could calculate the additional greenhouse gas emissions to be 73,668 tonnes per year.

141. The proposed motorway crosses five SSSIs and a Special Area of Conservation, yet is awarded only minor significant impact on biodiversity ((editor's note: footnote 116) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> pages 56-57).

142. The proposed motorway 'would aim to meet the needs of all groups of people' ((editor's note: footnote 117) <http://m4newport.com/assets/issue-m4-sea-environment-report---publication---c2.pdf> page 64). Most people in the lowest income quintile do not own cars/vans ((editor's note: footnote 118) <http://naturaiaethwr.wordpress.com/2013/11/11/treth-tanwydd/>). It is therefore difficult to reconcile the assertion that the needs of poorer people will be met (including the significant improvement foreseen in the Equality Impact Assessment for people who are economically inactive, and with high levels of deprivation ((editor's note: footnote 119) [http://www.m4newport.com/assets/issue-m4-egia\\_publication.pdf](http://www.m4newport.com/assets/issue-m4-egia_publication.pdf) page 46)) with the low levels of car ownership in these groups.

143. The downgrading of impacts from 'direct, irreversible and permanent' to 'not significant' has been discussed above. Categories it relates to include biodiversity, soil, water and material assets.

#### Strategic Environmental Assessment - cumulative impact

144. The Welsh Government has only considered cumulative impacts of the draft plan or programme in conjunction with the National Transport Plan, the South East Wales Regional Transport Plan and the Wales Spatial Plan. The obvious outlier in terms of 'other policies, plans and programmes' is the South Wales Metro. This plan, for which partial funding has been allocated, is anticipated to increase by 60% the number of people who can easily access public transport ((editor's note: footnote 120) <http://wales.gov.uk/docs/det/publications/131021metroen.pdf> ES4) and to:

'address the region's existing transport problems - including congestion at key points on the road network (M4 J32-34, Newport and the A470 into Cardiff) and minimise the need for further

congestion measures' ((editor's note: footnote 121) <http://wales.gov.uk/docs/det/publications/131021metroen.pdf> ES4).

145. Given that one of the principal achievements of the South Wales Metro will be to minimise the need for further congestion measures, the Welsh Government has unlawfully excluded a major factor in its consideration of means of reducing congestion.

146. Further, given that peak time (rush hour) congestion is the biggest purported problem to be solved by the draft plan or programme, the Welsh Government has been remiss in excluding consideration of this major public transport scheme.

#### Strategic Environmental Assessment - route error

147. The line of the M4RR, as set out in the documentation ((editor's note: footnote 122) <http://222.m4newport.com/assets/tr-111-plan-2006.pdf>), is different from the legally- protected line (the TR111) in the Newport Local Development Plan (dated April 2012), and the Newport Unitary Development Plan ((editor's note: footnote 123) [http://www.newport.gov.uk/stellent/groups/public/documents/plans\\_and\\_strategies/cont712753.pdf](http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712753.pdf)).

148. Newport Council has confirmed the protected route on their plans as that provided by the Welsh Government when serving the statutory notice pursuant to Article 19 of The Town & Country Planning (Development Management Procedure) (Wales) Order 2012.

149. The 2013 consultation version of the map reduces the length of the highway within the SSSI by a distance in the region of 1.5 km as compared to the validated TR111 version.

150. The 2013 consultation states that the preferred route is:

'A new section of 3-lane motorway to the south of Newport following the protected (TR111) route (Black Route)' ((editor's note: footnote 124) <http://m4newport.com/assets/issue-m4-draft-plans-consultation-document.pdf>).

151. The 2013 consultation states that 8.5 km of the preferred option crosses SSSI land, resulting in the loss of up to 60 ha ((editor's note: footnote 125) <http://m4newport.com/assets/issue-m4-draft-plan-consultation-document.pdf> page 32). Assuming that the road would follow the TR111 route rather than the mapped route in the documentation, it would cross in the region of 10 km, with a land take of up to 70 ha.

152. It appears that the consultation has misled the public about the scale of SSSI land that will be lost as a result of the preferred route.

#### Conclusion

153. The consultation is fatally flawed and must be withdrawn.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Trees die. we die.

Organisation:

Postcode: NP26

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Welsh Government M4 proposals

Please find attached my response to the consultation which closes today. I had some trouble negotiation the online consultation and so just to be sure I am sending my response by email also.

(Editor's note: text from attachment)

Welsh Government Proposals for the M4 Corridor around Newport-December 2013

I wish to respond to the Welsh Government's proposals in respect of the M4 Corridor around Newport and the preferred option of building a relief road across the Gwent Levels.

I am the elected member for Mill ward (Magor) and the views expressed here are based on my own views and those of the community I represent. I am minded to object to the proposal for the following reasons;

1. The cost of the project would make other major infrastructure projects less likely
2. The proposals are unsustainable and there is a lack of evidence that the traffic flows require a new road and that a new road would drive up GDP or assist the Welsh economy.
3. Wales is the poorest of all the UK nations and Welsh Government ought to be addressing issues of unsustainable, low paid work and underemployment as a the reasons for an economy with the same GDP as parts of Greece and Romania. A new road will not solve this problem.
4. The proposals will irreparably damage our environment and will leave a poor legacy for future generations

The consultation was not a consultation in the true sense as the options were extremely limited. The options were focussed on 'do nothing or build a road'. There was little opportunity for alternative solutions, such as integrated public transport. I am led to conclude that there is an element of predetermination, which, if the case is unacceptable.

The information available at the drop in sessions in early October left local residents confused and concerned. There was no real detail regarding how the proposed and preferred route will affect Magor, aside to say that it represents a 6 lane motorway between the Llanwern access road and the village. The proposed alignment of the preferred option was not available as the actual alignment has not been designed yet. This is extremely problematic as it does not provide a true picture and is potentially misleading. Residents have also commented that they have found the paper consultation questions confusing and unclear. This has resulted in a number of people declining to respond. Similarly regarding the lack of detail of junctions etc, there was a similar response. In my view this does not constitute a full public consultation on the proposals.

The proposed road would travel through the heart of the Gwent Levels. The Gwent levels are nationally and internationally important. Building a motorway through this unique and irreplaceable area will result in damage to biodiversity, agriculture, small businesses and local tourism. The motorway will rip through five SSSI areas (Sites of Special Scientific Interest). These areas should be protected but the Welsh Government does not appear to be taking its responsibilities seriously and I would ask how this fits with the proposed Future Generations Bill?

I cannot see how the proposed motorway will benefit Newport or indeed the wider Welsh economy. Newport is badly in need of investment and regeneration as are many other parts of Wales. Welsh Government cannot provide evidence that the new road will be a major provider of jobs to Wales, or indeed say how it will assist growth in the economy. We are in a time of unprecedented austerity

and we face serious budget cuts, job losses, front line services, health, education are being cut in real terms, it seems inappropriate to me that our government can justify spending £1.2 billion on a motorway that's not needed and will cause irreversible damage to the area. I asked how this linked into the overall transport proposals for the area, the response was equally astounding in that this was simply a consultation on the road and other measures such as Park and Ride and public transport enhancements that could be integrated with this proposal were excluded as there was a separate report being prepared on the Cardiff Metro. One cannot separate the M4 proposal and the Metro proposals, if we don't look at travel in a holistic way then the consultation becomes even more meaningless.

The previous M4 CEM consultation deliberately included measures to encourage car sharing and modal shift and looked at integrated transport options. It is noted that there are a vast number of low mileage trips around Newport with 40% between 5 and 20 miles and that the present mode share of Public transport for Newport only

7%. It is worth putting this in context to places where investment has been directed towards integrated transport rather than just building more roads which has shown in the past to just encourage more road vehicle use. Consider Zurich (Population around 360,000 - c.f. Cardiff around 325,000) where the modal share using public transport is not 7% it is 77%. In short, lack of investment, in integrated public transport and transport policies where the car is king have led to a situation where public transport use is quite low. If you build a new road, you encourage more traffic.

If you have bottlenecks and congestion instead of just building new roads to relieve the problem and to move it further down the road to the next bottleneck area. If one could achieve a 20% reduction in the vehicles on the M4 by creating appropriate integrated public transport and encouraging modal shift to public transport, then we would not need a new road.

In short, in order to create resilience for the existing M4;

- Invest in integrated public transport like South Wales Metro and deliver some short term gains such as improvements to existing stations and development of some of the rail proposals along the M4 corridor, such as Severn Tunnel Junction Park and Ride, development of business cases for Magor station, Llanwern etc.

- We ought to make best use of the roads we have, the new Llanwern Access road could be more effectively linked to the SDR and with the SDR improved, some of the traffic currently using the M4 could be directed this way.

- Better traffic management on the M4 would reduce congestion and diminish the bottleneck. When the central reservation was being repaired and there was an average speed check in place, this greatly reduced any congestion and reduced accidents.

Organisation:

Postcode: CF24

***Non fitting comments***

Non-fitting data

I am writing to you to protest most strongly about your proposed intentions of destroying a most beautiful part of the country the 'Gwent Levels', a place I hold very dear to my heart full of beautiful memories of happy days out when I was young and I still love to visit, and now you propose with everyone having to tighten their belts an extravagance of putting a great black scar right across them with another stinking motorway in the shape of an M.4. relief road just in case of an accident on the M.4. how ridiculously wasteful and extravagant is that, what about the rest of the M.4 down west, imagine if every motorway right across the country had to have a back up road in case of an accident on one of them it is ludicrous, what you should be thinking about is enforcing severe penalties on the existing M.4 for speeding and dangerous driving, traffic lights or calmers at accident black spots. I hate driving on that 'killer' road it will not solve the problem of dangerous driving just by building another killer road, and in the process rob people of their homes and farms to cut right through valuable agricultural land much needed now with the ever growing population for food crops etc., also there are rare plants and wildlife, and places of historical and scientific interest which can never be replaced all along these levels, and now you want to come along and destroy them all for another filthy motorway a giant (carbon footprint)! So what happens if there is an accident on both of them on the same day which is quite possible?

Another road anyway would take years to build, what do you do in the meantime, at this moment we have cutbacks on everything (N.H. hospitals are suffering badly people have to wait years for operations) councils etc., yet you can find vast amounts of money public money! To squander in such a way on this needless road, everyone finding it hard just to live a time of austerity for us all I think it is disgusting you can waste money in this way. What you should be thinking about is how to cut down on the amount of all this traffic on the roads all these monster lorries on them they were not built to carry such heavy great vehicles and they are mostly always the cause of accidents the way they travel at such high speeds regardless of weather conditions, and everyone around them. You should think of alternative ways of transporting heavy goods such as the railways, and shipping we always had a very profitable working clock in Cardiff, very heavy goods were always shipped into the docks. I used to work in Mount Stuart Square years ago it was a very busy place lots of shipping offices operating lots of people working there it was thriving a great community it's a dead place now sadly! Roads will never be the answer for such heavy goods, also if you put another road through the levels in winter they flood and mist and fog, what do you propose to do about that most of it is marshland, not suitable for a motorway and toxic emissions from all that traffic would cause even more fog a lethal concoction, everyone should now be trying to save our planet because it is now in serious trouble with all these extreme weather conditions we now have regularly, they now have evidence it is caused by mankind and pollution. Our wildlife is practically extinct, with the loss of butterflies, bees, dragonflies, birds and plants we all took for granted years ago, you hardly ever see them now.

There are still some rare wildlife along the levels, and you propose to destroy their habitats it is such a beautiful peaceful natural place (a little bit of heaven to escape to from hell). I cannot even bear to think about it, how sad for future generations all they will see is a concrete jungle everywhere, all the trees are dying of disease, Wentwood forest a lovely place is badly affected probably caused by the M.4. spewing its toxic poisons, it will be of little point attracting visitors to Wales when you are destroying all of the most beautiful parts, I do hope you will read my letter and not cast it aside.

I had to put my feelings in writing I sincerely hope this road never happens I find it unbearably upsetting to see a place I have always loved have the death sentence put on it. I will oppose it in every way I can

P.S. I am also writing to H.R.H The Prince of Wales I now he cares passionately about such matters! Also the European Parliament you can not just destroy valuable places of historic and scientific interest they belong to the nation

Organisation:

Postcode:

**Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object. The plan is grossly damaging to the environment.

**Q2. Red Route and its complementary measures**

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object, the plan is grossly damaging to the environment.

**Q3. Purple Route and its complementary measures**

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

I object the plan is grossly damaging to the environment.

**Q9. Additional comments**

Please provide any additional comments here.

The issues of public transport, a South East Wales Metro, upgrading the A48, making more use of railway services

It is inconceivable to destroy Britains largest wetland elft, destroy 4 SSSIs in 2013!

**Non fitting comments**

Non-fitting data

(Editor's note: text from email)

Subject: M4 consultation

Attachments: Scan 1.pdf; Scan2.pdf; Scan3.pdf; Scan4.pdf; Scan5.pdf

I enclose my views on the above to which I object strongly.

It is a very difficult document to respond to and seems to make it as hard to comment as possible!

(editor's note: text from attachment)

Very difficult consultation to use - I could not fill in on line. Also I suspect you have closed consult early - send 4.45pm Monday 16/12/13

**Non fitting comments**

Non-fitting data

Subject: RE: M4 Corridor around Newport - Public Consultation Start

Please find attached the WHIASU response to the HIA report for the consultation. My colleague (editor's note: personal details removed) has also provided feedback as part of the HIA workshop. The comments attached may also be submitted as part of the LHBs response along with those of our environmental health protection colleagues in Public Health Wales.

(editor's note: previous correspondence removed)

(editor's note: text from attachment)

Comments on the M4 Corridor around Newport Draft Plan HIA Report

Overall, it the report is good but I do have several comments and some amendments:

HIA Report

Page 21: Did any of the named Welsh Government schemes have HIAs?

Page 26: Second sentence - should read 'intentional' not 'international'

HIA Appraisal section:

Page 35: I understand that this is a qualitative assessment but the quantitative environmental health data should be referred to or a short paragraph(s) included. It/they should be cross referenced to the data and evidence contained in the other assessment reports. Air quality is a huge issue along the M4 (with a number of Air Quality Management Areas) and one of the main areas of health concern - and a key reason for trying to mitigate for all the traffic congestion in the area.

Page 35: List of stakeholders is good

Page 35: First paragraph after the stakeholder list. We are pleased that the HIA will be amended and updated with comments from the stakeholder workshop and consultation and strongly advise that a further HIA participatory stakeholder workshop take place at the final project level. The HIA should include a participatory workshop with a wider range of local stakeholders including residents and those who live and work near the preferred route invited.

Page 36: Table 10:

- Social and community influences - name the communities that the severance may affect and what is the socio-economic/health profile of these? Those to the west will be affected (by Magor) - or is this all to be industrialised?

- Living conditions - which communities will be affected by the deterioration of air quality?

- Working conditions - Sentence starting 'The construction of the black route.. This would lead to improved economic outcomes..' Yes, this would be true but only if existing local people are employed in the new economic developments/centres.

- Services - Sentence starting 'Although there is no direct link...'. If you keep the words 'would improve' then you need evidence to prove this. Or change the wording to 'could improve'.

Page 38: Table 11

Same comments as Table 10 except for:

- Social and community influences - name the communities that the severance may affect and what is the socio-economic/health profile of these? Those to the west will be affected (at Magor) - or is this all to be industrialised? Also, those to the west will be affected when the road turns to the south by Duffryn.

Page 42: Table 12

Same comments as Table 10 except for:

- Social and community influences - name the communities that the severance may affect and what is the socio-economic/health profile of these? Those to the west will be affected by Magor - or is this all to be industrialised? Also, those to the west will be affected when the road turns to the south by Duffryn.

Page 48: Last paragraph, first sentence 'The draft plan....benefits to health...' insert the words 'and wellbeing' after health.

Overall

We suggest that the HIA Report include some more detail with regard to air quality and other environmental health data. This does not have to be in great detail if it is contained elsewhere but the report should certainly refer to it and provide a link. It will also make it more rounded as a HIA report.

It is a very general assessment at this stage and we would like to see a further HIA carried out at the project level under the WeITAG requirements. We would like to see this include the following:

- Defined timescales and geographical parameters for the assessment.
- An inclusion of named communities and vulnerable groups who may be affected including reference to hospitals, schools, care homes etc in proximity to the preferred route and any impacts that may be incurred (positive or negative)
- We strongly advise that there is more direct involvement/engagement with those residents closest to the chosen route as part of the HIA, particularly those likely to be affected by the construction work/operation of the road.
- Contain both the quantitative and qualitative data and evidence in one final document.

Organisation:

Postcode: NP15

***Non fitting comments***

Non-fitting data

(Editor's note: text from email)

Subject: Objection to the Proposed M4

We are regular users of the M4 motorway around Newport since we live in Raglan and frequently travel to Cardiff. Hence we might be expected to be enthusiastic about plans for the proposed new motorway around Newport - but we decidedly are not. In fact we believe it would be a travesty to build this road as well as completely unnecessary.

Our primary concern regards the very special environment that would be gravely damaged by slicing a major road through the Gwent Levels. We are keen bird-watchers and are very concerned for the preservation of this very special habitat. We frequently go to Newport Wetlands, Goldcliff and other areas of wetlands where we often find birds that were once common in Wales but have become rare, especially dependent, as they are, on the "reens" (drainage channels cut in the reed-beds). The building of the road would cut the Gwent Levels in half and so in addition to the loss of hundreds of acres of this precious habitat it would cause immense damage to species dependent on it who would no longer be able to move from one part to another - according to their habit. This bisecting would also impede the flow of water throughout the levels, which could lead to over-draining in some parts and over-flooding in others, as well as build-up of pollutants in some areas.

Although our primary focus is birdlife, we know full well that similar damage would be wreaked on many rare mammals (such as water voles), insects, plants and other biodiversity. All this damage would be irreversible.

We understand the proposed route would cut through no less than 8.5km of Sites of Special Scientific Interest (in 4 or 5 SSIs). It is the government's international duty to protect these specially designated and vulnerable habitats. We emphasise "international" responsibility because the new road would cut into the Caldicot levels which form part of the Ramsar Site of the Severn Estuary area, hence building the road might be in contravention of the Ramsar Convention, either directly or indirectly (following from the inevitable development of the area brought in its wake).

The current Strategic Environmental Assessment is inadequate regarding these issues. In its 106 pages it mentions the Ramsar Site issue once and birds three times, but has no discussion of what the issues are. There is some superficial discussion of these issues in the highly repetitive 240 pages of annexes but not even the identification of a single vulnerable species of flora or fauna (other than the shrill carder bee), as far as I can tell. If the report is intended to inform decision-making it is in my view worse than useless - since its sheer volume conveys a depth and thoroughness that is entirely lacking. An average first-year undergraduate student of natural sciences would probably be capable of doing a better job in identifying the issues of which decision-makers should be informed.

The other factor we wish to emphasise is the unwarranted cost of this project. We understand the budget exceeds £1 billion. Considering the acute needs for investment in housing, health, education and other priorities, this would represent a shameful waste of resources.

We have travelled so many times on the existing M4 around Newport, at all times of day, and the delays are very slight compared with delays routinely found on other stretches of motorway elsewhere in the country. Even the Welsh Government's own traffic figures show that the M4 traffic volume has been essentially static since 2001 and has even fallen slightly since 2007. The consultation document however projects a steeply rising usage of the M4 from now on, ignoring the fact that usage has been stable for the last 23 years and employers are increasingly shifting to more flexible working-hour and home-working modes. Hence the claim that we will see "severe operational problems" by 2020 does not seem to be warranted - although dialogue with business leaders and others about strategies for expanding the time-line for commuting would certainly be

warranted and might be a more effective way of reducing traffic jams than building this new road, which would certainly be surplus to requirement for most of the day. The consultation paper points out that for two hours in the average week (in May) traffic speeds at the most congested spot of all fell below 40mph; this is hardly the argument for a £ billion investment! Especially as for much of the stretch of motorway between Newport and Cardiff traffic is restricted to 50mph anyway.

In short, we are convinced that there is no business case for this expensive project, which would cause immense damage to the very special habitat of the Gwent Levels - which should be treasured, not squandered in this way. We strongly urge that all the above conservation factors, as well as consultation with the Ramsar Convention authorities, should be included in a detailed Environmental Impact Assessment prior to any decision on this project.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: my view

If you go ahead with this new M4 road, I hope the planners do a better job of it not like the RDS road where there are sever danger spots on this road. My be you should sort them out as well.

Organisation: Monmouthshire County Council

Postcode: NP26

***Non fitting comments***

Non-fitting data

Subject: MCC Response to M4 Around Newport Consultation

Please find attached our Council's final agreed response to the M4 Around Newport consultation.

If you can keep me informed of progress as to the plan; that would be appreciated; similarly, if you require any clarification on the issues raised in our response please do let me know.

(editor's note: prior e-mail correspondence removed)

(editor's note: text from attachment)

Further Addendum - Monmouthshire County Council Response of 6 January 2014 to Welsh Government M4 Corridor Around Newport Consultation

At a Full Council Meeting on Thursday 16th January 2014, Members voted to approve our response to the Welsh Government Consultation on the M4 Corridor Around Newport submitted to the Welsh Government on 6 January 2014, with the addition of this addendum. The addendum focuses on three areas which Members agreed need re-emphasising from the 6 January 2014 response, and concludes with a proposal at the next stage of the M4 process.

First was a sense of frustration at the lack of a significant reference to Integrated Transport options, albeit they are now being progressed under the Metro concept. Members felt the two areas of transport are linked, more than even with the problems experienced along the M4 corridor. Members felt the many integrated transport proposals which exist could complement and supplement any highway road proposals which may be developed in the future.

Second was the lack of specific detail on various elements, ranging from no identification of the route a new road would take between junction 23 and 23A, within Monmouthshire's boundaries. A similar lack of detail regarding the walking and cycling infrastructure proposals mentioned in the document. Specific concern was raised regarding the lack of detail made regarding the M48-B4245 Link Road, and improvements to Severn Tunnel Junction. Welcome as those references are, more detail on either would have been useful in giving Members and the community of Monmouthshire greater reassurances that a range of options to address the M4's problems around Newport, were being looked at.

Finally, concern was raised over the effectiveness of this stage of the consultation process. Although noting that the M4 Around Newport consultation was staged as a 'high-level strategic' process, and following on from the recent M4 Corridor Enhancement Measures consultation. members who attended the drop-in sessions observed that the level of information available, and detail in the consultation document and supporting studies left residents confused, concerned, leading some to conclude there was an element of predetermination. That is it was a new road, with no other options being progressed. Moreover, the wording of the questions themselves were unclear to some residents, and this along with the lack of detail, lead to the view that there could be a lower than expected response to the consultation.

These three areas lead ultimately to a request from this Council to the Welsh Government regarding the next stage. Should the Minister after reviewing the consultation decide to issue instructions for a Draft Plan of the Route to be adopted, and the final preferred route to be protected by the relevant local authorities, it is essential that the fullest possible level of formal statutory consultation with the Council, community councils, communities and affected residents takes place. The model used on the A465 Dualling, with groups set up to specifically look at environmental issues, highways issues as run alongside an extensive public stakeholder engagement process which has many believe been successful in assuaging concerns of local residents, particularly during the construction phase.

## Local members observations

At least one local County Councillor, Frances Taylor, Member for Mill Ward, Magor has submitted her own individual response. We do not know of any other County Councillors who have done this.

## General Comments

Monmouthshire County Council welcomes the opportunity to participate in the M4 Around Newport consultation process. Our response will focus on the economic, transport and sustainability issues, using the information provided within the current consultation document and supporting studies provided as part of the earlier 2012 M4 Corridor Enhancement Measures consultation.

The response has also been informed by a full discussion amongst senior officers and members, our involvement with work associated with upgrading of the Steelworks Access Road and other transport proposals along the corridor, and not forgetting our experience in managing maintenance of the road for SWTRA undertaken by our Highways Department.

It is fair to say that there is a spectrum of views on the matter within the Council ranging from fully fledged support for the proposal to strong opposition. In between, there are a range of perspectives that include the need to strengthen public transport; focus on the need for economic prosperity, which some suggest can only be achieved by providing adequate highways capacity and resilience, and to consider a range of other less intrusive options which should be explored alongside the highways proposals.

One view is that the M4 Around Newport proposals at best would simply offer a medium-term solution as there is no such thing as a long-term solution to road traffic and wider strategic transport issues. The highways proposals presented as part of this consultation should not be looked at in isolation and need to be considered amongst a range of transport interventions and the daily operational needs of any transport network and the economy and communities it serves.

Notwithstanding, we have previously welcomed some of the enhancements already implemented and continue to recognise that further investment is needed to ensure the M4 continues to meet the needs of South Wales.

We are particularly pleased to see the case for a new link between the M48 and B4245, having sent separately the results of our latest work and would welcome a discussion on this and proposals to increase parking at Severn Tunnel Junction.

That said, there is an argument that the rationale presented for each of the highways options is not as strong as it should be. We also feel that the traffic data analysis could be more robust, as it does not take into account the managed motorway; changes in the cost of and demand for car travel; and demand in the last five years for passenger transport along the M4 corridor. Whilst understanding the challenges in forecasting future traffic levels, we still believe that updating the traffic related analysis would be useful in making the case for many of the measures being proposed.

Similarly, the reference to public transport measures being considered separately as part of the Metro project potentially undermines a full appraisal of the merits of such schemes alongside highways options. Furthermore, the brief mention of walking and cycling friendly infrastructure potentially underestimates the potential these measures in complementing the highways options. For example, we have previously commented on the impact the existing M4 has in separating the communities of Magor and Undy from the open countryside to the north of the proposals.

Any new road proposals, including the plans for new junction alignments at junctions 23 and 23A should not ideally add to this separation, but look to resolve longstanding issues. A perfect example is offered by Community Path 372/69 which was diverted when junction 23A was constructed, but which now suffers from having no footway or anything that could be classified as a suitable route.

It is important that existing rights of way and other potential walking and cycling linkages are incorporated into the proposals, in a manner which retains their convenience and amenity for users. At a detailed level there may well be opportunities to enhance the local access network, especially in relation to any additional land take required for water management, mitigation, landscaping and such like.

We would be pleased to discuss these as any scheme design progresses, so that a fully integrated

'green infrastructure' approach, which we looking to adopt within our own LDP, can be taken.

The final observation relating to walking and cycling concerns the Wales Coast Path. The creation of which has led to significant increased usage of the surrounding rights of way network, with new links and loops being created of the Wales Coast Path. We suggest the potential of the Coastal Path needs to be taken into account as design progresses, and although it is outside Monmouthshire, we would wish to see the section of the Wales Coast Path in Newport dealt with in a way that enhances the user experience and protects the path. Doing so is important to ensure the whole Newport to Chepstow section of the Coast Path remains an attractive visitor experience and thus retains the economic and other benefits it is generating.

A last general comment concerns the level, or lack of concise detail presented for each of the three highways routes. More detail on the routes would have provided residents with either greater confidence or understanding, allowing them to be more informed in their responses. Similarly, the lack of any indication as to if or where any new junctions will sited, or existing junctions reconfigured, potentially undermines the ability of people to make fully informed responses to the consultation.

Should the highways options be progressed, we would also welcome early discussion with you regarding a construction plan, given our experience during the building of the Second Severn Crossing.

We now turn to comment on each of three highways routes. As each of the routes, even with the amount of detail provided, broadly offers the same alignment within Monmouthshire our main comments will be concentrated on the answer to question 1

Question 1. Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Turning specifically to answering the question if the draft plan and each of the three routes addresses the problems and goals, it is useful to crystallise the transport problems on the M4 of congestion, road safety and resilience of the current M4.

It is important to note the limitations in design of and access to the M4, but acknowledge that it provides for a large number of journeys made along the corridor. For example, we would note that a number of the traffic flows for Monmouthshire to the likes of A449 and A4042 will still be met by the current M4 and there is a need to ensure that capacity and resilience issues associated with it remain in focus. Similarly, there will still be an element of road safety measures, perhaps best delivered as part of a softer package through educational programmes along the corridor that would be needed to ensure the new M4 does not incur some of the casualty numbers incurred along the M4.

In our response to the M4CEM, we noted that analysis should be made of the impact of congestion on important feeder corridors. The A4042 to Abergavenny and A40/A449 through Monmouth have the most direct linkage with the current M4, but even locations such as the A48 Chepstow (an Air Quality Management Area) and B4245 (Caldicot to Magor) all feel an impact of issues which occur on the M4. However, there are a number of other highways solutions at different stages of development, such as the A40 and A4042 which if progressed quickly would alleviate some of the concerns made by people travelling on the M4 through Newport.

In economic terms, each of the three routes could have a potential impact on the tourist industry in the Usk Valley and A4042. Moreover, there is the potential impact that businesses may experience with a worsening of access to the motorway. As such there is a view that the WELTAG assessments do not give sufficient weight to some key important local economic issues. We do however acknowledge the case that the current problems, and thus solutions to them, are barriers to economic development in South and West Wales, and by linkage to the economic benefit of Monmouthshire.

Similarly, we note the WELTAG environmental assessment of the whole route balances out impacts with benefits. We however are concerned that the WELTAG does not sufficiently illustrate the impact that will occur around Magor and Undy, not just after any new road is built, but potentially occur from the start of construction. We would suggest an approach setting out a baseline of current

conditions, a forecast and agreement of targets as to likely conditions, and clear agreement in any mitigation measures to keep the impacts down, before the M4 proceeds.

In summation for each of the three routes and complementary measures present we support the need to do something along the M4 corridor. We also understand the case made for highways options, and argue the case for similar improvements on the local highways network. There is also a role for more sustainable transport options and welcome ongoing dialogue with the Welsh Government on all these aspects.

Question 2. Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 3. Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Question 4. Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

In answering question four, it is difficult to say with 100% confidence if the current range of planned or committed interventions will address some of the problems and reach the goals for the M4. As we set out earlier, the narrowness of the local highways options being looked at - above and beyond the M48 to B4245 Link Road, the general omission of passenger transport measures and need for further assessment of the likely demand for car travel support one view that there is a range of transport interventions that could be made within a relatively short timescale.

Some are presented in the do-minimum scenario. In doing this, this would allow for a continuing assessment and impact of those options on demand for additional highway capacity, addressing the need for more reliability of journey times. Some examples illustrate this point. Anecdotal evidence during the period when there was a fixed 50mph speed limit through the Brynglas Tunnels, suggested that traffic flowed more smoothly, more reliable journey times, and coincidentally fuel consumption improvements. Similarly, early signs suggests that the benefits of the Steelworks Access Road - are being enjoyed by a growing number of people with lower journey times for some journeys, which when made on the M4 would have been horrendously long.

An alternative view shared by some within the Council is that for too long, nothing has been done to properly address the deficiencies in the resilience of the transport network along the M4 Corridor around Newport. Furthermore it is only one of the three Highways Options which provide the significant additional capacity and stronger resilience needed ever more often on the M4. Therefore, the do minimum option is merely putting off the inevitable and there is a case that we cannot delay any longer for the wider well-being of South Wales and Monmouthshire.

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

You will have received separately details of environmental constraints and assessments within Monmouthshire's boundaries relevant to the three routes. However we emphasise the interest locally regarding nature conservation, the immediate proximity to the proposed route of sites which could potentially be affected. They include the Gwent Wildlife Trust's Magor Marsh Reserve and SINC's at Grange Road, Upper Grange Farm, Bowkett Field and Barecroft. At a detailed level consideration should be given to opportunities to mitigate or compensate for impact on this local nature conservation interest and would wish to discuss these as any scheme design progresses. More widely if compensatory measures are required this Council has landholding interests e.g. RogietCountrysidePark which may be suitable for enhancement to accommodate such measures.

In terms of landscape and visual impacts, at the next stage of the design process the following issues need addressing. First is the existence of the Gwent Levels Landscape of Outstanding Historic Interest, Magor Conservation Area and potential impacts on the settings of listed within the proposed routes' curtilages. Moreover, in the Council's current UDP and emerging LDP, we have policies regarding the Designation of Green Wedge, Amenity open space, Special Landscape Area, Coastal Protection Zone.

Our draft LDP also looks forward to take forward a Green Infrastructure Policy to inform a Supplementary Planning Guidance. In considering these issues, processes such as a LVIA, using data from LANDMAP for Monmouthshire, an ASIDHOL assessment. Alongside reference to MCC's Landscape Sensitivity and Capacity Study 2010), a ZVI, and Mitigation Plan and Management Plan. Taking forward these issues, could be helped the setting up of a similar heritage environmental group as provided for the HOV A465 dualling which has proved to be most helpful and allowed a positive and productive engagement with the contractors and Welsh Government.

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

We have the following comments on the consideration of the options in relation to the requirements of the Habitats Regulations:

River Usk SAC (Section 10.1)

'Statement: The safe movement of otter would be ensured through the inclusion of adequate mitigation in line with the requirements of DMRB as described above.'

There is only emphasis on otter movement and no consideration of supporting habitat for otters associated with the SAC. This cannot be mitigated for. It may be ambitious to assume that otters will still move up and down river if dark corridors are maintained, sound and vibration from the actual works would also be detrimental.

Severn Estuary SPA (Section 10.2)

'Statement: At present there is not a large scale use of the Gwent Levels by bird species from the Severn Estuary EMS. In our experience, SPA bird species can rely on relatively small areas of the levels and loss of such habitat could be significantly detrimental to the estuary population and cannot be mitigated for. Therefore, it is impossible to be certain that there will not be a significant effect at this stage.'

There is a concern relating to the uncertainty of the adverse effects on the integrity of the European Protected Sites as concluded in 11 Summary of Findings and Next Steps. The acceptability of leaving a more detailed consideration until such a time that the schemes are developed is questionable and does not give sufficient weight to the European sites as a consideration in the appropriateness of the proposals.

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

In the absence of any detail as to the route and locations of junction, we can only provide general comments on the Health Impact Assessment as it impacts upon residents of Monmouthshire.

For any noise implications, and whichever option is progressed, we would be looking for assurances that the following are addressed.

Noise from construction impacting on MCC residents . We would be looking for best practice to be followed to minimise impact on nearby residents as far as possible , together with appropriate mitigation measures to be employed .

Noise from traffic impacting on MCC residents. We would be looking for the potential impact to be carefully considered by WG / their agents and would welcome the opportunity to engage in the considerations . MCC's Environmental Health would not be in a position to resolve any complaints of noise from road traffic as such noise is exempt under the statutory noise provisions of the Environmental Protection Act 1990.

For air pollution, similarly for whichever option is taken forward, we would be looking for assurances that the following are addressed

Air Pollution from road traffic . We would looking for the potential impact in MCC area to be considered in line with local authority air quality objectives , by WG / their agents and wish to be engaged in those considerations.

Dust during construction - We would be looking for best practice to be followed to minimise impact on nearby residents as far as possible, together with appropriate mitigation measures to be employed.

On the potential for contaminated land, we would be looking to engage with WG / agents re any areas of potentially contaminated land in the area of proposed development and any necessary mitigation measures.

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

The Equality Impact Assessment notes the difficulty for non-car owning households to attain access to employment, education and retail facilities. We would concur that investment in alternative modes is essential to reduce such social exclusion. Whilst we acknowledge the benefits to car owners from highways options, we do have a concern that the focus in this consultation on measures which are predominantly car based, and removal of public transport measures, will increase the accessibility gap between car-owning and non-car owning persons.

The EIA makes reference is made to the provision of complementary measures improving access to public transport facilities. Whilst such enhancements to alternative modes are supported, it is difficult to assess the potential of such measures given the limited detail afforded to them, and lack of any reference to proposals to improve public transport services.

Question 9 Please provide any additional comments here.

Returning to our opening statement regarding the spectrum of views held by the Council, we offer two final observations.

First is to reiterate concern at the lack of specific consideration of a range of public transport measures and local highways measures, and not detailed enough analysis of improvements to walking and cycling access for local communities, particularly in light of the new duties being placed upon authorities by the Active Travel Act. As we set out earlier, we feel there are a range of opportunities to resolve longstanding issues of separation caused by the current road, but also the potential for new links to build on the success of routes such as the Wales Coastal Path. We feel it is important that existing rights of ways and potential walking and cycling routes are incorporated into the final proposals in a manner which retains and enhances their convenience and amenity for users. We welcome further discussion on these issues as the project progresses.

The second returns to the case that is presented for the three highways routes, made pertinent by a question put by a resident of Magor at a drop in session of "why don't they divert the M4 from nearer the tolls?" Hopefully, there is a general acceptance that the design of the M4 does not meet current standards and demand for east west movement of goods and people. Normally, you would rectify this by widening of motorways but within the Newport area this is just technically not feasible and alternative solutions to the problems are rightly being looked at.

The opportunities afforded by these problems should have presented the circumstances for a strong case for a range of transport interventions - including the three routes to the south of Newport. The limitations of the datasets used, robustness of analysis, have all unfortunately resulted in a stifling of an informed debate about the benefits of those interventions. We therefore end suggesting there is still time to deal with some of those concerns, and we have to because of the importance of the M4 to South Wales.

Organisation:

Postcode:

***Non fitting comments***

Non-fitting data

Subject: M4 Corridor around Newport draft Plan Consultation

I object to the loss of up to two ancient woods because of current plans for the M4 route corridor around Newport..

Though I am outside of Wales, I often travel by Train to Wales especially to Newport and as a Druid it's part of my caring for the Planet and that includes Nature and Animals to ensure we do not kill each other's heiritage before it's too late.

***Non fitting comments***

Non-fitting data

M4 Corridor around Newport - Strategic Environmental Assessment Environmental Report.

Thank you for giving the Strategic Assessment Team of Natural Resources Wales' Governance Directorate the opportunity to comment on the M4 Corridor around Newport: Strategic Environmental Assessment, Environmental Report. Our comments are made in the context of our responsibilities under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 and as statutory advisers to Welsh government on the natural heritage and resources of Wales and its coastal waters. It is not the role of the Strategic Assessment Team to comment on the M4 Corridor proposals themselves. These matters will be considered by our South Operations Directorate in a separate response. Our comments on this Environmental Report should however, be read in the context of our response to the scoping stage of this assessment process dated 16th August 2013.

Our specific comments on the report are contained within Annex 1 to this letter. Comments on key issues follow below.

- We are interested to note the assessment makes reference to the construction of bridge piers within the River Usk SAC. This statement suggests some thinking about road and bridge design which has not been shared with us and which prejudices discussions at the design and project stage. Please refer to our comments on the 'Considerations of options for the M4 Corridor around Newport with regard to the Requirements of the Habitats Regulations'.
- We note the statement that 'the main element of the draft Plan is the provision of a three lane motorway shown as the black route'. As written, this implies that the preferred route has already been 'selected' and that other alternative routes (Red and Purple Routes), and options have been discounted from the draft Plan. Clarification would be welcomed given that the aim of the Strategic Environmental Assessment is to 'inform' the decision making process.
- We welcome the premise that scoping responses have been taken into account in the preparation of this environmental report. Whilst Appendix A includes copies of responses from the statutory consultees, it is noted that responses from other organisations, including the RSPB, have not been included. No commentary has been provided as to how scoping responses have been 'taken into account' within the assessment process and in this environmental report. The Directive requires responses to consultation to be taken into account during the preparation of the plan or programme and before its adoption, and it is therefore suggested that a commentary be produced which shows how consultation responses have been considered within this assessment process.
- In our response letter of 16 August 2013 to the scoping stage of this assessment process, we made the following comments on the proposed SEA objectives. It is disappointing that these suggestions made with regard to objectives do not appear to have been taken into account during this assessment process:
  - We advised that further consideration of both air quality and deposition of pollutants, particularly nitrogen deposition, NOx, SO2, etc. would be required. This suggestion does not appear to have been taken into account during this assessment process.
  - We suggested that the impact of the proposed transport infrastructure on flooding to other receptors (e.g. drainage and hydrological function) should have been considered as a (potential) significant effect within this assessment process. It would also have been useful for this assessment process to consider how the proposals will 'adapt' to the impacts of climate change, including flooding.
  - We recommended that overall tranquility issues should be included within this assessment process, which does not seem to be the case. We would further suggest that noise and vibration

should have been considered in the context of biodiversity (and particularly potential effects of noise and vibration on migratory fish species associated with the River Usk).

- We are unable to agree with the assessment's finding of impacts on biodiversity as 'minor negative' and recommend that this is amended to 'major negative', on the basis of the direct and indirect loss of SSSI area from the suite of Gwent Levels SSIs should the proposals go ahead. At this strategic level, we feel it is premature to be able to state that all impacts could be mitigated. We note that the appraisal carried out as part of the draft Plan consultation document 'M4 Corridor around Newport' concluded a large adverse significance on biodiversity. We refer you to Natural Resources Wales' comments on the draft Plan consultation with particular respect to biodiversity, and would recommend that the two assessment processes should be consistent and reach the same conclusions of 'major negative effects on biodiversity'.

- The SEA process requires the consideration of secondary, cumulative, synergistic, short, medium and long term permanent and temporary, positive and negative effects (Annex 1, f(1)). Clarification would be welcomed as to why the consideration of cumulative effects has only been made in respect of transport plans and the Wales Spatial Plan.

(Editor's note: text from attachment)

M4 Corridor around Newport - Strategic Environmental Assessment Environmental Report.

## 1: Introduction

We note the statement that 'the main element of the draft Plan is the provision of a three lane motorway shown as the black route'. As written, this implies that the preferred route has already been 'selected' and that other alternative routes (Red and Purple Routes), and options have been discounted from the draft Plan. Clarification would be welcomed given that the aim of the Strategic Environmental Assessment is to 'inform' the decision making process.

We note and welcome the intention to undertake a separate study on proposals for public transport measures. It is disappointing that these public transport issues therefore cannot be included within this assessment process, either in the context of 'reasonable alternatives' or as potential mitigation measures in terms of significant adverse effects.

1.2: We note the reference to congestion during 'weekday peak periods'. Clarification would be welcomed as to whether congestion is restricted to these time periods.

2.5: Reference should be made to the Wales Tranquillity Maps (CCW 2009) which are also available on the Welsh Government website, in the context of a 'sustainable development' indicator.

Section 2.6.2: See comments above on 1: Introduction. This section refers to the public transport measures included within the M4 CEM, and states that they are not included in this draft Plan because WG has now commissioned a separate study into proposals for a SE Wales metro system. We recommend that public transport measures, aimed at reducing traffic use of M4, should look more widely than just a metro system (which may or may not happen anyway), but be extended to cover consideration of initiatives to, for example, transfer freight to rail, buses, existing rail, car share schemes, etc.

3.1.1: We note the intention to 'investigate' a junction strategy in the event that the 'Black Route' is adopted. The intention of the SEA process is to consider the likely significant effects of plan proposals on the environment and it seems inappropriate for an integral part of this plan to be deferred for future 'investigation'. The failure to include junction strategies within the Black Route proposals compromises the ability of this assessment process to consider all the potential significant effects (both positive and negative), at the strategic level.

4.2: We welcome the premise that scoping responses have been taken into account in the preparation of this environmental report. Whilst Appendix A includes copies of responses from the statutory consultees, it is noted that responses from other organisations, including the RSPB, have not been included. No commentary has been provided as to how scoping responses have been 'taken into account' within the assessment process and in this environmental report. The Directive requires responses to consultation to be taken into account during the preparation of the plan or

programme and before its adoption, and it is therefore suggested that a commentary be produced which shows how consultation responses have been considered within this assessment process.

We would particularly refer you to our scoping response of 16th August 2013, in reference to matters of flood risk, water resources and water quality. Our advice and comments remain relevant at this stage and will also be relevant at future project level.

4.2.1: Reference should be made to 'tranquillity' issues as well as to light pollution. See comments above on 2.5.

4.2.3: Clarification would be welcomed as to how the temporal scope of the assessment process relates to anticipated development, construction and operation phases of the proposals themselves. Given the potentially long lead in time for the proposed works (including the need for appropriate statutory assessments at the project level), it is suggested that the temporal scope and 'short term effects' (0-4 years) in particular, may require adaptation.

Table 5:

In our response to the scoping stage of this assessment process, we made the following suggestions for additional plans and programmes for inclusion in the 'review.

Climate Factors and Water

- Welsh Government's 'Adapting to Climate Change: Guidance for Flood and Coastal Management Authorities in Wales', December 2011.

Water: Matters relating to Water Resources

- Water Resources Strategy for Wales (currently in development).
- Environment Agency Wales' Drought Plan.

Water: Matters relating to Flood Risk

- Reference should be made to the Newport County Local Flood Risk Management Strategy, and to relevant flood and water level management plans in operation in the Gwent Levels.
- Flood & Water Management Act 2010

Wales

- Water Resources Act 1991
- Land Drainage Act 1994
- Environment Agency - National Coastal Erosion Risk Mapping Project

Landscape and Townscape.

- Reference should be made to the 2007 Tranquillity studies undertaken by the Countryside Council for Wales on behalf of Welsh Government.
- Wales' Tranquillity Maps (CCW 2009).

Table 9: Environmental Objectives.

In our response to the scoping stage of this assessment process, we made the following comments on the proposed SEA objectives:

Proposed SEA Objectives

No 1: Minimise transport related air pollution.

We welcome this objective in principle but would recommend it is strengthened to include reference to both air pollution and deposition. The aims and goals should also consider not only air quality next to the existing M4 corridor but include those areas affected by emissions from any extension to the M4 corridor (both air quality and deposition). Clarification is required as to what is understood by 'air quality' in this objective. We would recommend that air pollution issues are considered in the context of biodiversity as well as humans.

2B: Adaptation Measures to Climate Change.

We welcome the principle of seeking adaptation measures. However, it is suggested that these measures should, in the light of uncertainty and given the proposed routes to the south of Newport, aim to be more than 'adequate'.

#### 4: Biodiversity.

Objectives should be strengthened to include consideration of ecological function and connectivity. It is disappointing to note that biodiversity issues have not been included within the M4 Corridor Aims and Goals given that the proposals may offer the opportunity to improve, restore and enhance biodiversity and ecological function.

#### 7: Soils.

See comments above on 1.3.1. It is disappointing to note that soil and soil function issues have not been included within the M4 Corridor 'Aims and Goals' given that the proposals may offer the opportunity to improve, restore and enhance the soil resource. We would further recommend that the Objective to 'reduce transport related contamination and safeguard soil quality and quantity' be strengthened to account for the potential for development to affect contaminated sites and land affected by historic contamination.

#### 8: Transport.

Whilst we agree, in principle, with Objective 8, it is suggested that it is strengthened to specifically include both surface and groundwater quality.

It is disappointing that the suggestions made in our scoping response with regard to objectives do not appear to have been taken into account during this assessment process.

#### Table 12:

##### Air Quality Assessment.

It does not appear that there has been any consideration of the impact of air quality issues on the habitats and non-human environment of the area.

In our scoping response letter of 16 August 2013 we advised that further consideration of both air quality and deposition of pollutants, particularly nitrogen deposition, NO<sub>x</sub>, SO<sub>2</sub>, etc. would be required. We reiterate this advice and refer you to the Design Manual for Roads and Bridges for guidance, although we would also recommend that impacts are assessed on relevant designated sites within 200m of the edge, rather than the middle of proposed road routes. We also recommend that any Air Quality Assessment be carried out in accordance with principles outlined in the EA H1 Guidance Annex f, air emissions; and compares the various routes/alternatives and do minimum scenarios against the relevant environmental standards for protecting ecosystems/vegetation/habitats. The principle of using this guidance in relation to proposed road schemes was accepted in relation to the A465, and we would expect it to be used in the context of the M4 proposals.

##### Climatic Factors- Adaptation Measures.

We would suggest that the impact of the proposed transport infrastructure on flooding to other receptors (e.g. drainage and hydrological function) should have been considered as a (potential) significant effect within this assessment process. It would also have been useful for this assessment process to consider how the proposals will 'adapt' to the impacts of climate change, including flooding. In considering the nature of climate change effects, the consequences of a flood event on the proposed development (over its predicted lifetime) should be demonstrated as 'manageable down to an acceptable level', including any induced effects on existing development, material assets and the environment.

##### Noise and Vibration.

It is disappointing that overall tranquility issues have not been included within this assessment process, as recommended in our scoping response of 16th August 2013. We would further suggest

that noise and vibration should have been considered in the context of biodiversity (and particularly potential effects of noise and vibration on migratory fish species associated with the River Usk).

#### Biodiversity, Flora and Fauna.

We are unable to agree with the assessment's finding of impacts on biodiversity as 'minor negative' and recommend that this is amended to 'major negative', on the basis of the direct and indirect loss of SSSI area from the suite of Gwent Levels SSSIs should the proposals go ahead. At this strategic level, we feel it is premature to be able to state that all impacts could be mitigated. We disagree that the scale of loss would be insignificant in the context of the Gwent levels SSSIs as a whole. The proposed route alignments are all situated in the north of the Gwent Levels area, with the potential for any impacts on either water quality or water quantity to be felt throughout the whole drainage system as a result of the water level management of this area. In addition, the barrier that any new road alignment would create has implications for the continued management of both the land and drainage system if beneficial agricultural use becomes unfeasible - management which has traditionally supported the SSSI interest features.

In addition there are other aspects of biodiversity which need to be factored into consideration, including protected species, other nationally and internationally designated sites and local designations and biodiversity.

We are interested to note the assessment makes reference to the construction of bridge piers within the River Usk SAC. This statement suggests some thinking about road and bridge design which has not been shared with us and which prejudices discussions at the design/project stage. Please refer to our comments on the 'Considerations of options for the M4 Corridor around Newport with regard to the Requirements of the Habitats Regulations'.

#### Soil and Geology - Contamination

We have previously commented on the potential impact of the plans on the Docksway Landfill sites and encouraged further detailed assessment of this issue primarily from an engineering perspective. The full extent of the potential effects will be dependent upon the final choice of route.

From comments made in the Non Technical Summary, the Black Route intends to avoid the active and historic parts of the Docksway Landfill. However, the proximity of the proposed routes to this landfill site may impact on the site's engineering integrity and the ability of the operator to control emissions. Further consideration should be given as to how ground works could affect ground stability of this landfill site, water discharges and gas management. Similar concerns will apply to the Llanwern (south side of Queensway - Tata) industrial waste landfill and Slobland closed landfill (at Alphasteel).

On a point of clarity, while our scoping response of 16th August 2013 provided details on sites where contamination is known/strongly suspected to be present, these sites should not be taken as an exhaustive list because other sites or areas may be encountered.

We would also advise that the use of the term 'land contamination' should be used in preference to 'Contaminated Land'. The latter is a legal term referring to determined sites under Part IIa of the Environmental Protection Act 1990. We are not aware of any sites relevant to the draft plan or a reasonable alternative that have been determined as 'contaminated land', but would advise that the Local Authority (as the lead regulator for the Contaminated Land regime) should be consulted.

#### Water

Changes to the hydrological regime are mentioned as a key issue, however this is not considered fully in Table 20 Water Assessment. While we support the comments on runoff and flood risk, the risk of changes in the hydrological regime from a low flow perspective and sedimentation impacts should also have been considered in this assessment process. We would also suggest that for the water topic of this assessment, additional consideration should be given to water quantity in addition to water quality.

No mention appears to be made about additional statutory main rivers other than the Usk, for example, the River Ebbw. Although this watercourse is not designated as a protected ecological site, it is known as a main river.

Although we appreciate that Monks Ditch may have been considered as part of the wider green network, further consideration should be given to this ditch because it is currently failing WFD standards and there may be opportunities to improve its standard.

#### Material Assets

Clarification is required for the statement that 'long term benefits for the sustainable use of natural resources and energy following the consumption of materials during construction is considered to warrant a minor negative effect'. We would suggest that the aim of the SEA process is to consider the potential effects of a plan on the environment (including material assets) for the purposes of informing the decision making process. 'Trading off' environmental effects against different environmental assets is unlikely to be helpful, and means that the nature and extent of potential environmental effects is unclear. No consideration has been given to the potential induced effects of the proposals on existing material assets e.g. water infrastructure, housing, etc. We are therefore unable to agree with this assessment's 'score' of minor negative for material assets.

In reference to mitigation and/or enhancement measures we note that the waste hierarchy, local sourcing of materials and the administration of a waste management plan are to be considered further. It is likely that due to historic land contamination that significant volumes of material will be unsuitable for reuse and therefore regard should be given to the safe disposal or treatment of these wastes on or off 'site'.

#### Cultural Heritage.

We agree with the 'major negative' assessment made in relation to impacts on cultural heritage. We refer specifically to the fact that large sections of any new road considered in the M4 Corridor around Newport, would pass through the designation of the Gwent Levels Landscape of Outstanding Historic Interest in Wales.

#### Landscape and Townscape

We agree with the 'major negative' assessment made in relation to impacts on landscape and Townscape.

7.2: The SEA process requires the consideration of secondary, cumulative, synergistic, short, medium and long term permanent and temporary, positive and negative effects (Annex 1, f(1)). Clarification would be welcomed as to why the consideration of cumulative effects has only been made in respect of transport plans and the Wales Spatial Plan.

#### 7.4: Limitations

We seek clarification of the first bullet point "Uncertainties were encountered surrounding the following: Uncertainty as to the success in achieving behavioural changes to result in a modal shift to more sustainable modes of travel". As currently written, the point which is trying to be made is unclear and we recommend that it be rewritten and simplified.

We also note that insufficient information is available at this strategic stage to identify and evaluate the risk and extent of contaminated land that the draft Plan, or a reasonable alternative, may cross. Such information would be determined at project level.

#### Section 8: Mitigation

We note from comments made in Section 8, Mitigation, that additional mitigation and refinement of options will be undertaken at detailed project level. Our view is that any necessary mitigation required should also be based on the resultant outcomes of any surveys, investigations and assessments undertaken for the Plan and/or detailed project level. Further consultation and discussion with Natural Resources Wales would be expected on avoidance and mitigation measures.

### **Q1. Black Route and its complementary measures**

Please provide any comments regarding the draft Plan (Black Route and its complementary measures) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

Thank you for the opportunity to comment on your recent M4 Corridor Around Newport Consultation Document.

It is well known that the M4 in the Newport area suffers from congestion during the peak traffic hours and when incidents occur it grinds to a halt. At these times, the surrounding highway network becomes grid-locked. This does nothing to promote Newport as the Gateway City to Wales, and can be seen to have an adverse impact on the wider economic growth of the city-region of South-East Wales and its attractiveness as a tourist destination. There are also environmental implications in terms of emissions that are a particular problem for many Newport residents already.

Newport City Council therefore, supports the Welsh Government's proposed Black Route to resolve the M4 congestion issues at the earliest opportunity. However, whilst I appreciate that this is a high level strategic consultation there are issues that give rise to concern due to the lack of detail provided:

#### 1. Integration with Public Transport

The consultation document mentions public transport and the emerging Metro aspiration being considered separately by the Welsh Government. I fully believe that integration of a new M4 with public transport proposals is key to ensuring that an integrated transport network is delivered for South-East Wales. The region needs a holistic package of strategic measures aimed at resolving its long-standing transport issues; piecemeal, short-term improvements are likely to become problematical for the area over the longer term.

Newport City Council is already aiming to promote modal shift and integrated inter modal connections along the M4 corridor - indeed a strategically-sited park and ride facility on the former Llanwern Steelworks regeneration site is anticipated to capture traffic, notably including the planned 4000 residential properties at Glan Llyn, that would otherwise travel on the congested section of the M4 to Newport and Cardiff. Integrated transport management is integral to sustainably meeting the transport needs of the region and any new M4 development must appropriately integrate with this facility.

The consultation document confirms that the "M4 Corridor around Newport...aims to achieve or facilitate these aims as part of a wider transport strategy for South East Wales as outlined within the Prioritised National Plan". This is welcomed, as linkage with public transport measures would assist in achieving this aim. It is noted that the WeLTAG Stage 1 acknowledges that public transport enhancement will contribute to some of the goals of the M4 Corridor around Newport.

The document confirms that "for a significant number of journeys, there are no convenient public transport alternatives to the car". We also see an increasing number of households who do not have access to private vehicles at all across the region. Newport also continues to be a major focus for commuting in Wales with large numbers of workers travelling in and out of the city on a daily basis. These trends reinforce the need for public transport in and around Newport to be improved to reduce the effect of local trips on the M4.

#### 2. Junction Strategy

Turning to specific issues it is noted that the document confirms "If this draft Plan is adopted a junction strategy would be investigated as part of the schemes development". However, a minimum of three junctions (east, west and central) are required to ensure that Newport is not bypassed to the detriment of its economic growth and regeneration. As noted in the recent findings of the city-region task and finish group, Cardiff is not big enough to deliver the growth and inward investment needed

for the whole of South-East Wales on its own, and the wider region needs Newport to provide a strong, supporting role to the capital. With major regeneration projects underway, and key sectors flourishing in the city, approving any plan that works to minimise the benefits of Newport's economic assets will work against the wider city-region concept. The document states "improved accessibility within South Wales and to areas of England would lead to significant agglomeration benefits and higher productivity and/or employment in some sectors". It is important that the sectors that are expected to benefit are detailed, and that their representatives have a chance to inform proposals for the IV14. To fully understand and appreciate the scheme we need to know the junction strategy now as it could prejudice both Newport's own regeneration projects as well as the economic future of the city-region.

The complimentary measures detailed include committed improvements to Junction 28, Bassaleg Roundabout and Pont Ebbw Roundabout but do not give any details of proposals, timing or costs. Again early dialogue regarding these improvements would be most welcomed.

In summary, the scope of the study has not been confirmed such that the effect of the proposals on the surrounding highway network in terms of capacity, safety, community severance, noise and air quality cannot be determined at this time and we would welcome the opportunity to fully engage on these issues when more detailed proposals are available.

The preferred option will have a significant impact on the landscape and of Newport so it is crucial that detailed consideration of impacts and appropriate mitigation is discussed and agreed at the earliest stage. A benefit of this project will be the opportunity to create a highly attractive, as well as ecologically considered, approach and entrance into the City of Newport. Therefore a key requirement of the project at this stage is to consider a route that will reflect positively the attributes of the Newport Landscape and particularly the Gwent Levels to the south. This will include early assessment of the landscape value in its whole sense of visual, ecological, cultural, geological and historical. The information available through LANDMAP must be a key consideration in the assessment of the Black route and its complementary measures.

The development of the M4 will potentially affect a significant section of the Public Rights of Way Network and unless this is well managed could have the effect of severing the City from the Coast and communities on the Gwent levels from key services and facilities. It could have the potential to disrupt or limit opportunities for Active Travel which will not only include existing cycleways but will include aspirational routes (ref. Newport Active Travel Network Study, consultation Stage). The alignment shown will affect long distance recreational footpaths such as the Wales Coast Path, Sirhowy Valley walk and Usk Valley walk as well as numerous minor highways and the Public Rights of Way network. The combinations of these routes and, in particular, the Wales Coast Path, make a valuable contribution to visitor economy in Newport and must be protected.

The Black Route will have a significant impact of the ecology of Newport in responses to questions 5 and 6.

### ***Q2. Red Route and its complementary measures***

Please provide any comments regarding the Red Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option gives little to resolving the capacity problems on the M4 and is likely to only be used by local traffic to the south of the City.

This Route will minimise impact on the environment and is anticipated to improve access into Newport City Centre and so enhance and support the Councils regeneration aspirations. However, the effect on existing residential and business/industrial areas could be significant including our Docks Way Landfill Site which is confirmed to affect it although the actual effect has not been confirmed. This is of particular concern and early dialogue on this issue will be required if this route subsequently becomes the preferred option.

Phased construction of this Route may be beneficial in terms of funding but this will prolong the disruption to the City and the uncertainty of future phases may adversely affect inward investment.

The overall impacts of this Route, on the landscape, are as for the Black Route except where the Route follows a more northerly alignment between Dyffryn and Llanwern. The general environment impacts will be similar. However, the Route will have a more direct effect on the population of Newport by bringing the road closer to residential areas, particularly in Dyffryn. This option is indicated as following a route close to the local schools which will have a number of environmental and public health impacts.

### ***Q3. Purple Route and its complementary measures***

Please provide any comments regarding the Purple Route and its complementary measures (a reasonable alternative to the draft Plan) here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

This option will meet the goal of providing adequate additional capacity on a convenient route with less effect on Newport Dock.

This Route will have less impact on the environment than the Black Route. Subject to the proposed junction strategy it may also be beneficial to accessing Newport City Centre and so also enhance and support the Councils regeneration aspirations. However, the effect on existing residential, specifically in the Duffryn area, and business/industrial areas could be significant. This Route adversely affects our Land Fill Site although the actual effect has not been confirmed. This is of particular concern and early dialogue on this issue will be required if this Route subsequently become the preferred option.

The overall impacts of this Route, on the landscape, are as for the Black Route overall and the Red Route where this follows a more northerly alignment between Duffryn and Llanwern. The general environment impacts will be similar; however the Route will have a more direct effect on the population of Newport by bring the road closer to residential areas.

#### **Q4. Do minimum scenario**

Please provide any comments regarding the 'do minimum scenario' here. In particular, to what extent do you think that it will address the problems and achieve the goals of the M4 Corridor around Newport?

The "do minimum scenario" does nothing to address the identified problems

The complimentary measures include improvements to Junction 28, Bassaleg Roundabout and Pont Ebbw Roundabout. However, no details of these proposals, timing or costs have been confirmed at this time. The effect of these proposed improvements are not known such that any benefits cannot be determined at this stage. Again early dialogue regarding these improvements would be most welcomed.

The identified link between the Southern Distributor Road and your recently opened eastern Distributer Road is subject to a Section 106 Planning Agreement for a residential development that has yet to commence and so cannot be guaranteed at this time. Until the development commences there is the risk of the developer successfully challenging this obligation and funding for the link being lost.

#### **Q5. Strategic Environmental Assessment**

Please provide any comments regarding the Strategic Environmental Assessment of the draft Plan here.

The Strategic Environmental Assessment must incorporate specific issues brought forward through this consultation, discussions with Environmental Liaison Group and consultations with individual officers. The development will affect protected species and sites of International, European, National and regional importance so the assessment must be robust in terms of its assessment of environmental effects. For example consideration of wider ecological significance needs to be provided such as where the route crosses the Gwent Levels SSSI.

As a result of historic anthropogenic interference, including land reclamation, a mosaic of habitats including alluvial wetlands and intertidal mudflats has been created within the SSSI. As a result of this, the Gwent Levels not only provides habitats for nationally rare aquatic invertebrates (the feature of the designation), it also provides roosting and breeding sites for those birds listed as qualifying features for the Severn Estuary SPA and Ramsar site. These terrestrial habitats on the Gwent levels form a functional part of the SPA/Ramsar site outside of the European site boundaries in addition to providing habitat for protected species such as the Shriill Carder Bee, which are not confined to the drainage system and buffers zones. Therefore when considering the impact of the development on the SSSI it is critical to consider both impacts and mitigation on both features of the SSSI and suitable habitat for other protected flora and fauna.

### **Q6. Habitats Regulations Assessment**

Please provide any comments regarding the Habitats Regulations Assessment of the draft Plan here.

The development must undertake a HRA as a legal requirement of the Habitats Directive as there are several European protected sites close to the development. The European protected sites in Newport are the River Usk SAC, the Severn Estuary SAC, the Severn Estuary RAMSAR site and the Severn Estuary SPA. Therefore the Welsh Government must consider the impacts of these any other SACs outside the authority if there is potential to be affected by the development, say within 15KM of the development.

The HRA must consider the Core Management Plan (including Conservation Objectives) for River Usk SAC and the Severn Estuary SAC produced by CCW on 7th March 2008. This development must be assessed against each of the core vulnerabilities which are:

Barriers to Migration/movement including impassable objects, inappropriate lighting, noise or vibrations, restriction on freedom of movement.

Flow depletion/abstraction Extraction of water result in changes and loss to important fluvial habitats, consequently affecting animal species.

Habitat Loss

Disturbance

Water Quality/Diffuse Pollution

Increase in suspended solids

Aerial pollution

Coastal squeeze

In addition the HRA must consider the impact on the vulnerabilities on the habitat and species of the Severn Estuary SPA and the RAMSAR, particularly disturbance of feeding and roosting sites on the SPA.

## **Q7. Health Impact Assessment**

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

We recognise that the provision of an alternative route to the south of Newport will reduce traffic volume and improve traffic flow on the existing M4. The reduction in traffic may bring about a reduction in noise levels near to the M4 and potentially improve air quality within the four existing Air Quality Management Areas adjacent to the motorway.

The package of accompanying 'common measures' will also help provide alternatives to car use and therefore also help improve local air quality and may assist in reducing traffic. This reduction in traffic may bring about a reduction in noise levels near to the M4 and have positive impacts on noise action planning area.

In response to the consultation we have highlighted the following observations and concerns. The comments below are applicable to all Route options and we would be grateful for them to be given further consideration within the consultation process;

### Noise

The construction of a new 3 lane motorway between junctions 23 and 29 to the south of Newport (the Black Route) or one of the reasonable alternatives (a new dual carriageway - Red Route or a new 3 lane motorway -Purple Route) will introduce a new traffic noise source to the south of Newport.

We would welcome further detailed plans and information regarding the potential noise impact that each of the Routes may have, as well as details of options for mitigation where it is necessary, plus further information regarding the expected reduction in noise levels arising from the reclassification of the existing M4.

Further information would also be welcomed regarding the noise and vibration impact which will arise during the construction of the new route.

### Air Quality

The preferred Route (Black) is likely to create the least impact on air quality at sensitive receptor locations.

Assessment and consideration of the impact on local air quality on receptors adjacent to the proposed new 'preferred route', including (if necessary) mitigation measures to reduce this.

The information provided to date concerning the 'preferred route' does not include locations of junctions. This is considered key when assessing the potential impact on local air quality on existing areas which may be impacted by traffic accessing the new road. Therefore, air quality assessments on adjacent and connecting routes should also be undertaken as part of a broader scope to determine the impact on local communities. If after assessment this is found to be significant, suitable mitigation measures should also form part of the development.

Greater detail is required concerning how the proposed 'common measures' which include promoting modes of 'sustainable travel' will be integrated with the existing transport infrastructure to enhance public transport and discourage car use.

Consideration of the provision of 'car share' facilities along the new or existing route to allow car users to share journeys - predominantly focused on those who are commuting along the M4. Delivered by providing secure and convenient locations in close proximity to the motorway to park vehicles and share car journeys.

Consideration within any subsequent air quality assessment of the production of wide scale airborne particulate matter resulting from earth moving operations, stockpiles and vehicle movements on construction sites.

The Health Impact Assessment document acknowledges that there may be some potential for an

adverse impact on health from the new Route within the Action Plan (Section 10, Table 15). Some mitigation is proposed but this is almost exclusively focused on the construction phase of the road. Therefore what mitigation measures are proposed to lessen air quality impacts on receptor locations along the proposed route and adjacent routes impacted during operation?

#### Contaminated Land

All proposed Routes will cross a number of areas where we have recorded the potential for ground contamination to exist. Any requirement for 'cutting' is likely to cause the most significant impact by potentially mobilising contamination and the disposal of this material. Environmental Health would discourage the re-use of material won from construction areas in contaminated sites and then used in other areas of the route without a thorough human health and environmental risk assessment to determine the suitability of this material.

#### **Q8. Equality Impact Assessment**

Please provide any comments regarding the Equality Impact Assessment of the draft Plan here.  
No comment

#### **Q9. Additional comments**

Please provide any additional comments here.  
WELSH GOVERNMENT M4 CONSULTATION

I am pleased to confirm that my draft M4 Consultation response has now received official sign off and have attached a copy of my response for your information.

I note that Professor Coles alternative solution generally known as the blue route appears to have gained some support. This blue route, which was not included as one of your options in the recent consultation, does not appear to have been tested for increased capacity on the strategic highway network.

Whilst it would appear to be beneficial in terms of its effect on the levels we believe that this option will not provide the additional capacity and resilience needed to accommodate general peak hour traffic flow between junctions 24 and 28 of the M4 Motorway.

The upgrading of the Southern Distributor will also necessitate the closure of a significant number of existing junctions on the road which will result in severance of communities located to the south which would not be acceptable.

This option is also not anticipated to provide the resilience required during any incident on the M4 and would have little benefit over the current highway network.

At this time we would not support Professor Coles blue route option.

***Non fitting comments***

Non-fitting data

M4 Corridor around Newport - Consideration of the options in relation to the requirements of the Habitats Regulations.

Thank you for giving the Strategic Assessment Team of Natural Resources Wales' Governance Directorate the opportunity to comment on the M4 Corridor around Newport: Consideration of the options in relation to the requirements of the Habitats Regulations. Our comments are made in the context of our responsibilities under the Conservation of Habitats and Species Regulations 2010 (as amended) and as statutory advisers to Welsh government on the natural heritage and resources of Wales and its coastal waters. It is not the role of the Strategic Assessment Team to comment on the M4 Corridor proposals themselves. These matters will be considered by our South Operations Directorate in a separate response. Our comments in relation to sites identified are restricted to those wholly or partially within Wales. For those sites wholly or partially in England, we would refer you to Natural England as the appropriate nature conservation body.

Our specific comments on the report are contained within Annex 1 to this letter. Comments on key issues follow below.

Given the title of the document "Consideration of the Options in Relation to the requirements of the Habitats Regulations", we request clarification as to whether this is to be taken as formal consultation under Regulation 61 of the Habitats Regulations. We note from Section 1.1 that these consultation responses will be used to finalise an HRA Screening report and statement to assessment, which we take to mean that we will be further consulted as the appropriate nature conservation body for Wales?

We would suggest that a number of additional and important elements of the Habitats Regulations Assessment process should be included. Unlike the SEA Directive, which clearly sets out an assessment procedure, the Habitats Directive simply creates a requirement for an assessment process to be undertaken where a plan or project may affect a European Site. The framework for the Habitats Regulations Assessment process is set out in the Conservation of Habitats and Species Regulations 2010 (as amended) and has evolved alongside legal challenge and caselaw throughout Europe. HRA, in requiring specific consideration of a plan's effects on European Site integrity, is a highly focused process relating solely to European Sites.

HRA is a four stage process. For a plan or project to be approved it is necessary to clearly demonstrate that it will not have significant adverse effects on a European Site. A potentially damaging plan/project cannot be agreed to if there are alternative solutions. It must either be changed or amended so as to avoid adverse effects or it should be refused. It is the responsibility of the plan maker/project applicant to identify alternative solutions that would achieve the overall objective of the plan/programme. Alternative solutions may include changes in scale, location, route and timing and include 'alternatives' that can be delivered elsewhere and by other plans and projects.

Where the HRA process has established that a plan/project would have an adverse effect on the integrity of any European site and there are no alternatives which would achieve the overall objective of the plan/programme, it can only proceed for Imperative Reasons of Overriding Public Interest (IROPI) and if compensatory measures can be secured. IROPI may be of a social or economic nature except where the proposed plan/project affects European priority habitats or species. If priority habitats and species are affected then IROPI can only be claimed for reasons of public health, public safety, primary environmental benefits or following an opinion from the European Commission. Imperative means it is essential that the plan/project proceeds. 'Overriding' means that harm to European Sites must be outweighed by plan/project benefits. In the exceptional circumstances of a damaging plan/project being approved where there are no alternative solutions and IROPI, the competent authority must secure compensatory measures to ensure that the overall coherence of the Natura 2000 network of sites across Europe is secure. If no compensatory measures are available, it is unlikely to be open to Government to allow the plan/project to be

adopted/approved. Compensatory Measures should create, recreate or restore comparable habitat and fulfil the same ecological functions.

We are unable to agree with some of the assessments findings with respect to likely significant effects on European Sites. Please refer to Annex 1 to this letter.

Should you have any queries regarding these comments, please do not hesitate to contact Alison Brown at our Maes y Ffynnon office in Bangor.

## Annex 1

### M4 Corridor around Newport - Consideration of the options in relations to the requirements of the Habitats Regulations

#### 1: Introduction

We note the statement that 'the main element of the draft Plan is the provision of a three lane motorway shown as the black route'. As written, this implies that the preferred route has already been 'selected' and that other alternative routes (Red and Purple Routes), and options have been discounted from the draft Plan. Clarification would be welcomed given that the aim of the required assessment processes for this Plan (including Strategic Environmental Assessment and Habitats Regulations Assessment) is to 'inform' the decision making process.

We note and welcome the intention to undertake a separate study on proposals for public transport measures. It is disappointing that these public transport issues therefore cannot be included within this assessment process, either in the context of 'reasonable alternatives' or as potential mitigation measures in terms of significant adverse effects.

1.2: We would suggest that a number of additional and important elements of the Habitats Regulations Assessment process should be included. Unlike the SEA Directive, which clearly sets out an assessment procedure, the Habitats Directive simply creates a requirement for an assessment process to be undertaken where a plan or project may affect a European Site. The framework for the Habitats Regulations Assessment process is set out in the Conservation of Habitats and Species Regulations 2010 (as amended), and has evolved alongside legal challenge and caselaw throughout Europe. HRA, in requiring specific consideration of a plan's effects on European Site integrity, is a highly focused process relating solely to European Sites.

HRA is a four stage process. For a plan or project to be approved it is necessary to clearly demonstrate that it will not have significant adverse effects on a European Site. Ideally, the HRA process should be undertaken in parallel with the development of a plan/project. This allows for adjustment and adaptation of the plan/project itself so as to avoid significant adverse effects and consider alternatives which may have either no or less damaging effects on European Sites. Retrofitting an HRA to a fully developed plan/project is difficult and compromises the ability to consider less damaging options and alternatives.

#### Alternative Solutions

A potentially damaging plan/project cannot be agreed to if there are alternative solutions. It must either be changed or amended so as to avoid adverse effects or it should be refused. It is the responsibility of the plan maker/project applicant to identify alternative solutions that would achieve the overall objective of the plan/programme. Alternative solutions may include changes in scale, location, route and timing and include 'alternatives' that can be delivered elsewhere and by other plans and projects.

#### Exceptional Cases and Imperative Reasons of Overriding Public Interest (IROPI) and Compensatory Measures

Where the HRA process has established that a plan/project would have an adverse effect on the integrity of any European site and there are no alternatives which would achieve the overall objective of the plan/programme, it can only proceed for Imperative Reasons of Overriding Public Interest (IROPI) and if compensatory measures can be secured.

IROPI may be of a social or economic nature except where the proposed plan/project affects European priority habitats or species. If priority habitats and species are affected then IROPI can only be claimed for reasons of public health, public safety, primary environmental benefits or following an opinion from the European Commission. Imperative means it is essential that the plan/project proceeds. 'Overriding' means that harm to European Sites must be outweighed by plan/project benefits.

In the exceptional circumstances of a damaging plan/project being approved where there are no

alternative solutions and IROPI, the competent authority must secure compensatory measures to ensure that the overall coherence of the Natura 2000 network of sites across Europe is secure. If no compensatory measures are available, it is unlikely to be open to Government to allow the plan/project to be adopted/approved.

Compensatory Measures should create, recreate or restore comparable habitat and fulfil the same ecological functions.

1.3: Specific reference should be made to the consideration of 'in combination' effects.

2: We note the reference to congestion during 'weekday peak periods'. Clarification would be welcomed as to whether congestion is restricted to these time periods.

3.1: We note the statement that the problems relating to the M4 CEM programme 'have not changed' and have therefore not been 'revisited'. This statement appears somewhat contradictory given the stated intention of initiating studies into public transport measures.

5.1.1: We note the intention to 'investigate' a junction strategy in the event that the 'Black Route' is adopted. The intention of the HRA process is to consider the likely significant effects of plan proposals on the integrity of European Sites and it seems inappropriate for a component part of this plan to be deferred for future 'investigation'. The failure to include junction strategies within the Black Route proposals compromises the ability of this assessment process to consider all the potential significant effects, at the strategic level.

5.2.1: Clarification would be welcomed as to why interchange and junction measures (as proposed for the Black Route) have not been included within the complementary measures for the Red Route.

6: It is recommended that consultation on the Habitats Regulations Assessment includes relevant authorities and organisations as well as the statutory nature conservation body.

Clarification would be welcomed as to whether the Design Manual for Roads and Bridges, Volume 11, Section 4 HD44.09 has been reviewed and updated in the light of recent caselaw and amendments to the Birds Directive and the Conservation of Habitats and Species Regulations 2010 (as amended).

6.4.1: We welcome the acknowledgement that mobile species which are features of Natura 2000 sites can be found outside the designated boundary of the SAC/SPA/ Ramsar site. We note however that the requirement, under the Habitats Regulations, is for the Competent Authority to determine whether or not the plan (in this case) is likely to have a significant effect on a European site - this test is not distance related but must be made in relation to there being a mechanism or pathway for a significant effect. However, in this case we are satisfied that the 30km radius from the plan route is sufficiently precautionary to ensure that all potentially affected sites have been screened in.

6.4.3: We would suggest that the strategies and plans for Dwr Cymru/Welsh Water should be included within the 'in combination' effects assessment.

6.4.4: Clarification is required as to what is understood by 'damage' to flightlines. We agree that the assessment of impacts of all three route alignments should be the same for all River Usk crossing details, given the strategic nature of this consultation, and that there are no design details for the river crossing at this stage

7: We agree that the correct sites have been screened in, as detailed in Table 5, and that the correct interest features have been identified. However we recommend that for completeness the site names are corrected to those used in the legal designation e.g. Usk Bat Sites/ Safleoedd Ystumod Wysg. Correct names can be found on the Joint Nature Conservation Committee website: <http://incc.defra.gov.uk/ProtectedSites/SACselection/SAClist.asp?Country=W>

8: A number of the plans and projects identified have been updated or reviewed. It is suggested that this list be updated. The HRA process requires consideration of both plans and projects - however, no projects have been identified within Section 8. Further information is required.

9: Table 7

We agree with the view of likely significant effect presented in Table 7 i.e. that there are likely to be significant effects arising from the taking forward of one of the new road options on the River Usk SAC, the Severn Estuary SAC, SPA and Ramsar site, the Wye Valley and Forest of Dean Bat Sites SAC, and that significant effects are unlikely on all other European sites listed in this table either in or partly within Wales. However, for those sites wholly or partially in England, we refer you to Natural England as the appropriate nature conservation body for these sites.

8: Table 8.

We are interested to note the following text made with respect to the River Usk SAC and the Severn Estuary SAC and Ramsar site, in the context of a potential effect - "Barrier to migration caused by piers within river channel". This statement suggests some thinking about road and bridge design which has not been shared with us, although we would agree that there would be a likely significant effect if the bridge were to be designed in this way. We are also confused in relation to the reference to two Usk crossings and request clarification of this point. Our further comments with respect to Table 8 are:

#### River Usk SAC

We agree with the assessment of effects with respect to Atlantic salmon, allis and twaite shad, sea and river lamprey. We agree with the screening out of the bullhead, brook lamprey and water courses features. With respect to otters, there is the potential for habitat loss (both temporary and permanent) as well as temporary and potentially permanent restriction in movement during construction and operational phase - in the absence of any design, these factors cannot be ruled out at the plan phase. We are, however, disappointed that no effect has been indicated with relation to European Eel within the Usk SAC. Whilst eel are not a feature of the Usk SAC, they are present in this site and are a Ramsar feature of the Severn Estuary Ramsar

#### Severn Estuary SAC

We agree with the assessment of potential effects on features, noting our comment made with respect to in-river piers above, and also on the assumption that good construction practice has been factored in to avoid pollution issues and will be rigorously applied.

#### Severn Estuary SPA

We disagree with the assessment in relation to the individually qualifying bird features. Whilst we acknowledge that there has historically been little evidence of these species using the Gwent Levels, this situation may now have changed particularly due to changes in habitats management associated with the Newport Wetlands National Nature Reserve. In addition, the SPA individually qualifying wader populations (dunlin and redshank), as well as those in the bird assemblage, are likely to be present in the tidal reaches of the River Usk. We therefore consider it premature to make an assessment that there is unlikely to be a significant effect at this stage. We would expect survey work to be undertaken as part of any project level work to increase the evidence base. With regard to the bird assemblage we agree with the assessment, but recommend it be extended to include likely use of the River Usk, as well as the Gwent Levels, as outlined above.

We also note that no consideration has been given to displacement of bird populations, for example during construction works, and the potential effects of species displacement on the Severn Estuary SPA.

Severn Estuary Ramsar site (bird features):

Our comments are the same as for the Severn Estuary SPA above. Notwithstanding our comment above regarding river piers, we cannot wholly agree with your comment regarding the migratory fish assemblage for the Severn Estuary Ramsar. Consideration should be given to potential effects on European Eel in the context of their movement within the Usk SAC and smaller water courses within the Gwent levels. We agree with the screening out of the Atlantic Salt meadows and Estuary features.

#### Wye Valley and Forest of Dean Bat Sites SAC

We agree with the assessment in relation to lesser horseshoe bats. With respect to greater horseshoe bats, we consider it premature to rule out likely significant effects at this stage, in the absence of any monitoring work between the Wye Valley and Forest of Dean Bat sites SAC and

Ruperra Castle.

10: Given that this report is titled 'Consideration of the options in relation to the requirements of the Habitats Regulations', the discussion in Section 10 of likely effects on Conservation Objectives is confusing and we would welcome clarification of which aspect of the HRA this covers. We assume it is the work to inform a future appropriate assessment but this is unclear.

10.1.1 River Usk SAC: Notwithstanding our comments on Table 8 above, given the absence of detail of the structure of any bridge (which we acknowledge would be the case at this strategic level), we feel it is premature to be able to rule out adverse effects on the migratory fish features at this stage

10.1.2 River Usk SAC: We agree that it could be possible to avoid adverse effects on the otter feature of the River Usk SAC through ways of working during the construction phase and the retention of suitable breeding/resting habitat where appropriate.

10.2.1 Severn Estuary SAC, SPA and Ramsar: We refer you to our comments made in relation to 10.1.1 above. Further consideration of the potential effects on the proposals is required in the context of European Eel.

10.2.2 Severn Estuary SAC, SPA and Ramsar: We refer you to our comments made in relation to Section 8 above. This combined with our agreement that there is some use of the Gwent Levels by SPA assemblage birds means that we consider it premature to rule out adverse effects at this stage in the absence of detailed survey information and road design.

10.3 Wye Valley and Forest of Dean Bat Sites SAC: We note and agree with much of the reasoning given here. However, in the absence of detailed design, we cannot give a view on the significance in relation to flight line loss. We therefore consider it premature to rule out adverse effects at this strategic plan level.