



Llywodraeth Cymru
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Coridor yr M4 o amgylch Casnewydd Adroddiad Asesu Cynllun - Mawrth 2016

M4 Corridor around Newport Scheme Assessment Report - March 2016



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Mae Gweinidogion Cymru yn gyfrifol am ffyrdd arbennig (gan gynnwys traffyrdd) a chefnffyrdd yng Nghymru. Mae amseroedd teithio annibynadwy a thagfeydd traffig, yn enwedig yn ystod oriau brig, yn digwydd yn aml ar yr M4 o amgylch Casnewydd. Er mwyn mynd i'r afael â'r problemau, mae Gweinidogion Cymru yn cynnig prosiect Coridor yr M4 o amgylch Casnewydd (y "Cynllun"), sy'n cynnwys y canlynol:

- a. Rhan newydd o draffordd rhwng Cyffyrdd 23 a 29 i'r de o Gasnewydd; ynghyd â
- b. Mesurau ategol, gan gynnwys:
 - i. Gwelliannau i ddiogelwch, trefniadau mynediad a'n gallu i reoli traffig drwy ailddosbarthu llwybr presennol yr M4 rhwng Magwyr a Chas-bach yn gefnffordd;
 - ii. Ffordd liniaru i Gyffordd 23A, y rhwydwaith ffyrdd lleol a mynediad i'r cyfleusterau parcio a theithio arfaethedig wrth orsaf reilffordd Cyffordd Twnnel Hafren â chysylltiad M4/M48/B4245 newydd;
 - iii. Darparu seilwaith seiclo a cherdded.

Mae'r ddogfen hon yn Adroddiad Asesu Cynllun (yr "Adroddiad"), sy'n disgrifio'r cynigion mewn iaith annhechnegol, gan ganolbwyntio ar yr agweddau hynny nad ydynt yn ymwneud â'r amgylchedd. Esbonnir hanes y Cynllun, y cefndir i'r broses dewis llwybr a'r dewisiadau amgen a ystyriwyd.

Nid yw'r Adroddiad hwn yn ymdrin ag agweddau amgylcheddol ar y Cynllun yn fanwl, a ddarperir yn hytrach mewn Datganiad Amgylcheddol (y "DA"). Mae'r DA yn nodi prif effeithiau amgylcheddol y Cynllun ac yn disgrifio'r mesurau arfaethedig i osgoi, unioni neu leihau'r effeithiau a gwella'r amgylchedd lle y bo'n ymarferol. Mae Crynodeb Annhechnegol (yr "CA") sy'n disgrifio'r DA mewn iaith glir hefyd ar gael. Dylid darllen yr Adroddiad hwn ar y cyd â'r CA.

The Welsh Ministers are responsible for special roads (including motorways) and trunk roads in Wales. Unreliable journey times and traffic congestion, particularly during peak times, are common occurrences on the M4 around Newport. In order to address the problems, the Welsh Ministers propose the M4 Corridor around Newport project (the "Scheme"), comprising:

- a. A new section of motorway between Junctions 23 and 29 south of Newport; alongside
- b. Complementary Measures, including:
 - i. Improvements to safety, access arrangements and our ability to manage traffic by reclassifying the existing M4 between Magor and Castleton as a trunk road;
 - ii. Relief to Junction 23A, the local road network and access to the proposed park and ride facilities at Severn Tunnel junction railway station with a new M4/M48/B4245 connection; and
 - iii. Providing cycle and walking friendly infrastructure.

This document is a Scheme Assessment Report (the "SAR"), which describes the proposals in non-technical language, focusing on the non-environmental aspects. The history of the Scheme, background to route selection and alternatives considered are explained.

This SAR does not cover in detail the environmental aspects of the Scheme, which are instead provided in an Environmental Statement (the "ES"). The ES identifies the main environmental effects of the Scheme and describes the proposed measures to avoid remedy or reduce effects and provide environmental enhancement where practicable. A Non-Technical Summary (the "NTS") is also available which describes the ES in plain language. This SAR should be read alongside the NTS.

Mae'r Adroddiad hwn hefyd yn ategu'r 'Gorchmynion Statudol drafft' a gyhoeddwyd ar gyfer y Cynllun, sy'n nodi'r tir y byddai ei angen er mwyn adeiladu a cynnal y Cynllun a'r gwaith lliniaru amgylcheddol a fyddai'n gysylltiedig â hynny. Mae pum Gorchmyn Statudol drafft, sef:

1. Cynllun Traffordd yr M4 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyffordd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thraffordd yr M48 (Ffordd Gysylltu Cyffordd 23 (Man i'r Dwyrain o Fagwyr)) 201-
2. Gorchmyn Cefnffordd Llundain i Abergwaun (Man i'r Dwyrain o Fagwyr i Gas-bach) 201-
3. Cynllun Traffordd yr M4 (Man i'r Gorllewin o Fagwyr i Fan i'r Dwyrain o Gas-bach) a Thraffordd yr A48(M) (Man i'r Gorllewin o Gas-bach i Laneirwg) (Amrywio Amrywiol Gynlluniau) 201-
4. Gorchmyn Traffordd yr M4 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyffordd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thraffordd yr M48 (Ffordd Gysylltu Cyffordd 23 (Man i'r Dwyrain o Fagwyr)) a Chefnffordd Llundain i Abergwaun (Man i'r Dwyrain O Fagwyr i Gas-bach) (Ffyrdd Ymyl) 201-
5. Gorchmyn Prynu Gorfodol Gweinidogion Cymru (Traffordd yr M4 (Cyffordd 23 (Man i'r Dwyrain o Fagwyr) i Fan i'r Gorllewin o Gyffordd 29 (Cas-bach) a Ffyrdd Cysylltu) a Thraffordd yr M48 (Ffyrdd Cysylltu Cyffordd 23 (Man i'r Dwyrain o Fagwyr)) a Chefnffordd Llundain i Abergwaun (Man i'r Dwyrain o Fagwyr i Gas-bach)) 201-

Bwriedir cyhoeddi'r Gorchmyn Prynu Gorfodol ar 24 Mawrth 2016. Cyhoeddir y Gorchmynion drafft eraill ar 10 Mawrth 2016.

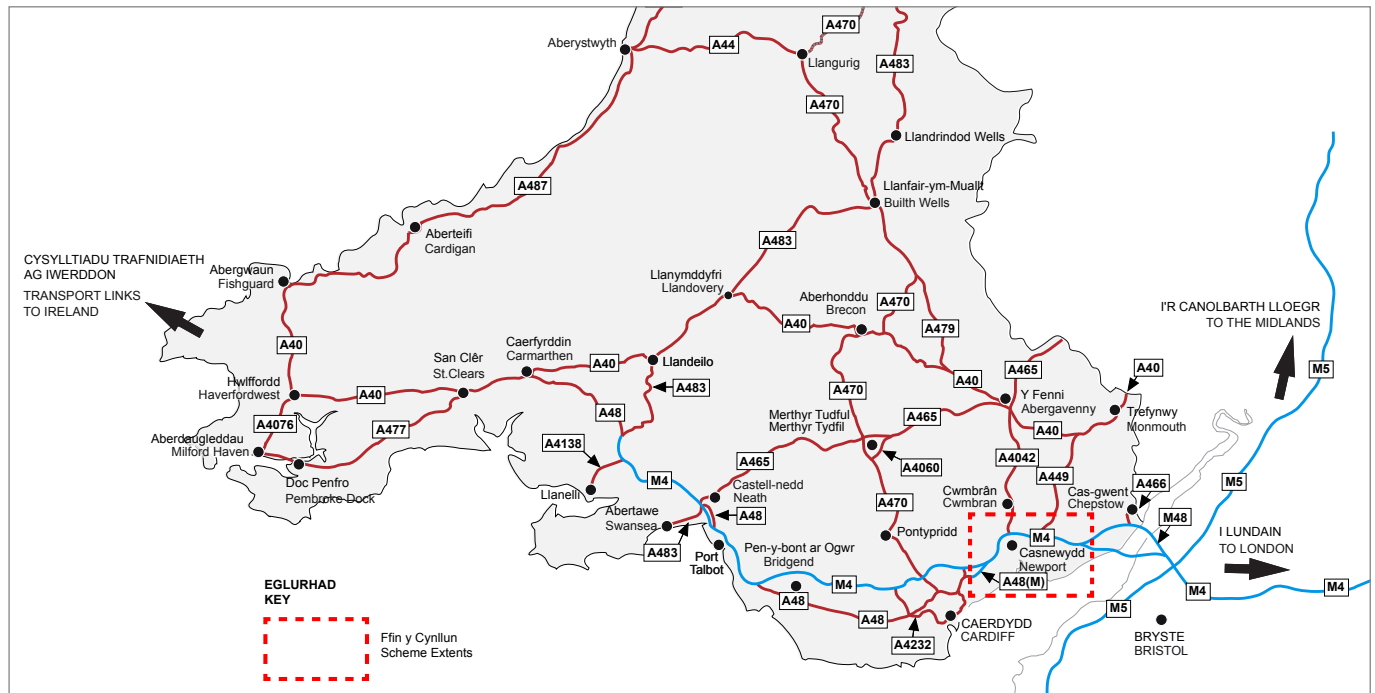
This SAR also accompanies the 'draft Statutory Orders' published for the Scheme, which set out the land that would be required to build and maintain the Scheme and the environmental mitigation work that would be involved. There are five draft Statutory Orders:

1. The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and The M48 Motorway (Junction 23 (East of Magor) Connecting Road) Scheme 201-
2. The London to Fishguard Trunk Road (East of Magor to Castleton) Order 201-
3. The M4 motorway (West of Magor to East of Castleton) and the A48(M) Motorway (West of Castleton to St Mellons) (Variation of Various Schemes) Scheme 201-
4. The M4 Motorway Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and the M48 motorway Junction 23 (East of Magor) Connecting Road) and the London to Fishguard Trunk Road (East of Magor to Castleton) (Side Roads) Order 201-
5. The Welsh Ministers (The M4 Motorway (Junction 23 (East of Magor) to West of Junction 29 (Castleton) and Connecting Roads) and the M48 motorway (Junction 23 (East of Magor) connecting road) and the London to Fishguard Trunk Road (East of Magor to Castleton) Compulsory Purchase Order 201-

The draft Compulsory Purchase Order is to be published on 24 March 2016. The other draft Orders listed above are published on 10 March 2016.

Mae'r M4 o amgylch Casnewydd yn llwybr o bwys strategol ar lefel genedlaethol, rhanbarthol, lleol a rhyngwladol, sy'n cysylltu de a gorllewin Cymru â de-orllewin Lloegr ac mae'n rhan o lwybrau strategol i Iwerddon, Canolbarth Lloegr, de-ddwyrain Lloegr ac ymhellach i gyfandir Ewrop.

The M4 around Newport is a route of strategic importance at national, regional, local and international levels, linking south and west Wales to the south west of England and forms part of strategic routes to Ireland, the Midlands, the south east of England and further to continental Europe.



Map yn dangos yr M4 presennol
yng Nghymru

Map showing the existing
M4 in Wales

Mae'r M4 yn hollbwysig i economi Cymru. Mae'n rhan o'r Rhwydwaith Trafnidiaeth Traws-Ewropeaidd ac yn borth i Gymru, gan gludo pobl a nwyddau i gartrefi, diwydiant a chyflogaeth. Mae'n rhoi mynediad i borthladdoedd a meysydd awyr ac yn gwasanaethu diwydiant twristiaeth Cymru.

The M4 is critical to the Welsh economy. It forms part of the Trans European Transport Network and is the gateway to Wales, transporting people and goods to homes, industry and employment. It provides access to ports and airports and serves the Welsh tourism industry.

Fodd bynnag, ers blynnyddoedd lawer, mae tagfeydd traffig wedi bod yn brofiad cyffredin i'r rhai sy'n defnyddio llwybr presennol yr M4 o amgylch Casnewydd ac sy'n byw yn yr ardal. Mae amseroedd teithio yn aml yn annibynadwy, gan ei gwneud hi'n anodd manteisio ar gyfleoedd swyddi neu ddefnyddio gwasanaethau gan gynnwys addysg. Mae a wnelo'r problemau ar draffordd bresennol yr M4 o amgylch Casnewydd â chapasiti, y gallu i wrthsefyll, diogelwch a materion datblygu cynaliadwy. Disgwylir i'r problemau hyn waethgu.

However, for many years, traffic congestion has been a fact of life for those using the existing M4 around Newport and living in the area. Journey times are often unreliable, making it more difficult to access job opportunities or services including education. Problems on the existing M4 around Newport relate to capacity, resilience, safety and issues of sustainable development. These problems are expected to get worse.

Mae'r problemau sy'n ymwneud â thrafnidiaeth o amgylch Casnewydd yn rhwystro buddsoddiad busnes ac mae Llywodraeth Cymru yn anelu at ddarparu system drafnidiaeth sy'n gwella cystadleurwydd Cymru ac yn annog swyddi a thwf.

O ran yr amgylchedd, mae awdurdodau lleol yn y DU yn gweithio tuag at gyflawni amcanion ansawdd aer cenedlaethol. Os bydd awdurdod lleol yn dod o hyd i unrhyw fan lle nad yw'r amcanion yn debygol o gael eu cyflawni, rhaid iddo ddatgan Ardal Rheoli Ansawdd Mae gan Gasnewydd saith o'r Ardaloedd Rheoli Ansawdd Aer hyn ac mae pedair yn gysylltiedig â llwybr presennol yr M4.

The transport related problems around Newport discourage business investment and the Welsh Government aims to provide a transport system that improves Wales' economic competitiveness and encourage jobs and growth.

In terms of the environment, local authorities in the UK work towards meeting national air quality objectives. If a local authority finds any places where the objectives are not likely to be met, it must declare an Air Quality Management Area (AQMA) Newport has seven of these (AQMAs) and four are associated with the existing M4.



M4 presennol o amgylch Casnewydd

Existing M4 around Newport

Mae'r twf mewn traffig ar hyd traffordd bresennol yr M4 o amgylch Casnewydd hefyd yn gwaethygu llygredd sŵn, gan effeithio ar gymunedau preswyl cyfagos. Mae gan Gasnewydd amrywiaeth o Ardaloedd Blaenoriaeth o ran Cynllunio Camau Gweithredu i Fynd i'r Afael â Sŵn, gan gynnwys ar hyd yr M4.

Ers dechrau'r 1990au, mae cryn dipyn o waith asesu ac ymgynghori wedi'i wneud i ddatblygu ateb a ffeirir i broblemau trafnidiaeth sy'n gysylltiedig â'r M4 o amgylch Casnewydd.

Traffic growth along the existing M4 around Newport has also contributed to noise pollution, affecting neighbouring residential communities. Newport has various designated Noise Action Planning Priority Areas (NAPPAs) including along the M4.

Since the early 1990s, much assessment and consultation has been undertaken to develop a preferred solution to the transport related problems associated with the M4 around Newport.

Ym mis Mawrth 1989, comisiynodd Ysgrifennydd Gwladol Cymru ar y pryd Astudiaeth o Draffig Ardal De Cymru (SWATS) i adolygu patrymau traffig dros ran o'r rhwydwaith cefnffyrdd yn y de er mwyn nodi ardaloedd lle ceid problemau a chynnig atebion posibl. Nododd Adroddiad SWATS (1990) yr angen am welliant sylweddol i'r M4 er mwyn mynd i'r afael â phroblem gynyddol o ran capasiti ar y draffordd, yn enwedig y rhan rhwng Magwyr a Chas-bach.

Yn sgil ymgynghoriad yn 1993 a 1994, cyhoeddwyd Llwybr a Ffefrir ar gyfer Ffordd Liniaru'r M4 gan Ysgrifennydd Gwladol Cymru ar y pryd ar 12 Gorffennaf 1995. Cyhoeddwyd Hysbysiad TR111 ar yr un diwrnod hefyd. a ddiogelodd goridor at ddibenion cynllunio. Cyhoeddwyd Hysbysiad TR111 diwygiedig yn 1997 i ystyried datblygiadau lleol o bwys.

Rhwng 1997 a 2006, cynhaliwyd astudiaethau i ystyried opsiynau eraill megis gwella trafnidiaeth gyhoeddus ac arweiniodd adolygiad cynhwysfawr o lwybrau at gyhoeddi fersiwn ddiwygiedig bellach o Hysbysiad TR111 yn 2006. Roedd y llwybr diwygiedig yn ystyried deddfwriaeth amgylcheddol a wnaeth fesurau i ddiogelu Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGAau) yn gryfach, ymhlith cyfyngiadau eraill.

Yn 2009, cyhoeddwyd nad oedd y Cynllun a oedd yn dilyn y Llwybr a Ffafiwyd yn fforddiadwy gan Ddirprwy Brif Weinidog Cymru ar y pryd. Yn lle hynny, sefydlwyd rhaglen Mesurau Gwella Coridor yr M4 i ystyried a datrys problemau o ran capasiti, diogelwch a chydnerthedd ar hyd coridor yr M4 yn neddwyrain Cymru.

Fel rhan o Raglen Mesurau Gwella Coridor yr M4, lansiwyd proses ymgysylltu gynhwysfwr ym mis Medi 2010 a arweiniodd at ymgynghoriad cyhoeddus a gynhaliwyd ar opsiynau gwahanol a'u hasesiadau cysylltiedig, rhwng mis Mawrth a mis Mehefin 2012.

Arweiniodd yr ymgynghoriad at gefnogaeth y cyhoedd i ddarparu ffordd ychwanegol o safon uchel i'r de o Gasnewydd, ynghyd â mesurau ychwanegol.

In March 1989, the then Secretary of State for Wales commissioned the South Wales Area Traffic Study (SWATS) to review traffic patterns over part of the trunk road network in South Wales in order to identify problem areas and propose possible solutions. The SWATS Report (1990) identified the need for substantial improvement to the M4 to address a growing capacity issue on the motorway, in particular the section between Magor and Castleton.

Following consultation in 1993 and 1994, a Preferred Route for an M4 Relief Road was announced by the then Secretary of State for Wales, on 12 July 1995. A TR111 Notice was also published on the same day, which protected a corridor for planning purposes. A revised TR111 Notice was published in 1997 to take into account local developments of importance.

Between 1997 and 2006, studies were undertaken to consider other options such as public transport improvements, and a comprehensive route review led to a further revised TR111 Notice being published in 2006. The modified route took into account environmental legislation that increased the protection of Sites of Special Scientific Interest (SSSIs) amongst other constraints.

In 2009 the Scheme following the Preferred Route was pronounced not to be affordable by the then Deputy First Minister. Instead, the M4 Corridor Enhancement Measures (CEM) programme was set up to explore and resolve issues of capacity, safety and resilience along the M4 corridor in south east Wales.

As part of the M4 Corridor Enhancement Measures (CEM) Programme, a comprehensive engagement process was launched in September 2010 culminating in a public consultation held on different options and their associated assessments, between March and July 2012.

The consultation resulted in public support for the provision of an additional high quality road to the south of Newport, supported by additional measures.

Drwy fentrau, gan gynnwys trafodaethau rhwng Llywodraeth Cymru a Thrysorlys EM/Adran Drafndiaeth, crëwyd cyfleoedd ariannu posibl ar gyfer prosiectau seilwaith Llywodraeth Cymru. O ganlyniad, penderfynodd Llywodraeth Cymru ailystyried atebion i ddatrys y problemau o ran trafndiaeth ar draffordd yr M4 o amgylch Casnewydd.

Cafodd yr opsiynau, a oedd yn cynnwys opsiynau Rhaglen Mesurau Gwella Coridor yr M4, opsiynau traffordd a mesurau cyflenwol, eu harfarnu ymhellach. Daeth yr arfarniad i'r casgliad y dylid datblygu rhan newydd o draffordd tair lôn i'r de o Gasnewydd, yn ogystal â mesurau cyflenwol.

Daeth yr opsiynau hyn yn sail wedyn dros ddatblygu'r Asesiad Amgylcheddol Strategol drafft o'r Cynllun a chynhaliwyd ymgynghoriad cyhoeddus arno rhwng mis Medi a mis Rhagfyr 2013. Gan ystyried ymatebion i'r ymgynghoriad a'i asesiadau cysylltiedig, penderfynodd Llywodraeth Cymru fabwysiadu 'Y Cynllun' ym mis Gorffennaf 2014. Cyhoeddwyd Hysbysiad TR111 diwygiedig ym mis Gorffennaf 2014 i ddiogelu llwybr diwygiedig a ffefrir ar gyfer rhan newydd o'r draffordd i'r de o Gasnewydd. Dangosir yr aliniad yn ei gyd-destun ehangach yn Ffigur 2.

Ystyrir mai prosiect Coridor yr M4 o amgylch Casnewydd yw'r ateb cynaliadwy, hirdymor i'r problemau cymdeithasol, amgylcheddol ac economaidd sy'n gysylltiedig â'r brif ffordd i mewn i Dde Cymru.

Byddai'r Cynllun yn gwella hygyrchedd i bobl yn ogystal â nwyddau a gwasanaethau o Gymru i farchnadoedd mewnwladol a rhyngwladol.

Hyrwyddir y cynigion ar gyfer Coridor yr M4 o amgylch Casnewydd gan Lywodraeth Cymru fel rhan bwysig o'i Chynllun Buddsoddi yn Seilwaith Cymru sydd wedi pennu cyfeiriad clir ar gyfer buddsoddi cyfalaf yng Nghymru sy'n cefnogi twf a swyddi.

Initiatives, including discussions between the Welsh Government and HM Treasury/ Department for Transport, created potential funding opportunities for Welsh Government infrastructure projects. As a consequence, the decision was taken by the Welsh Government to further reconsider solutions to resolve the transport related problems on the M4 around Newport.

Further appraisal was undertaken of options that included M4 CEM options, motorway options, and complementary measures. The appraisal concluded that a new section of 3-lane motorway to the south of Newport, in addition to complementary measures, should be progressed.

These options subsequently formed the basis for the development of the draft Plan and Strategic Environmental Assessment, which was subject to public consultation between September and December 2013. Taking responses to the consultation and its associated assessments into account, the Welsh Government decided to adopt 'The Plan' in July 2014. A revised TR111 Notice was published in July 2014 to protect a modified preferred route for a new section of motorway to the south of Newport.

The M4 Corridor around Newport project is considered to be the sustainable, long term solution to the social, environmental and economic problems associated with the main gateway into South Wales.

The Scheme would improve accessibility for people as well as Welsh goods and services to domestic and international markets.

The proposals for the M4 Corridor around Newport are promoted by the Welsh Government as an important part of its Wales Infrastructure Investment Plan (WIIP) which has set a clear direction for capital investment in Wales that supports growth and jobs.

Mae'r cyhoedd wedi cael ei gynnwys yn y broses o ddatblygu'r cynigion presennol drwy gyfres o Arddangosfeydd o Wybodaeth i'r Cyhoedd yn ystod mis Medi 2015, wedi'i hategu gan gyfryngau gan gynnwys cylchlythyrau, hysbysebion ar y radio a gwefan y Cynllun.

Cysylltwyd ag Awdurdodau Cynllunio Lleol a Chyrff Amgylcheddol Statudol wrth ddatblygu'r cynigion. Er enghraifft, mae ardaloedd trin dŵr a thir adeiladu dros dro wedi cael eu haddasu yn ystod y broses ddatblygu mewn ymateb i'w sylwadau ac er mwyn bodloni eu gofynion.

Ymwelwyd â pherchnogion tir a phobl y byddai'r Cynllun yn effeithio ar eu heiddo neu eu ffyrdd mynediad preifat neu fe'u hysbyswyd o'r cynigion a chawsant gyfle i wneud sylwadau ar y broses o ddatblygu'r cynigion a, lle y bo'n ymarferol, mae eu sylwadau wedi'u hystyried.

The public have been engaged in the development of the current proposals by a series of Public Information Exhibitions during September 2015, supported by media including newsletters, radio advertising and a Scheme website.

Local Planning Authorities and Statutory Environmental Bodies have been liaised with during the development of the proposals. For example, water treatment areas and temporary land for construction have been adjusted during development to accommodate their requirements.

Landowners and persons whose properties or private accesses would be directly affected by the Scheme have been visited or made aware of the proposals and had the opportunity to comment on the development of the proposals and where practicable their representations have been taken into account.



Arddangosfa Gwybodaeth i'r Cyhoedd, Medi 2015

Public Information Exhibition, September 2015

Mae amseroedd teithio annibynadwy a thagfeydd traffig, yn enwedig yn ystod oriau brig, yn digwydd yn aml ar yr M4 o amgylch Casnewydd. Mae hyn oherwydd diffyg capasiti a ffyrdd amgen, yn enwedig yn ystod digwyddiadau a damweiniau. Disgwylir i'r lefel o dagfeydd gynyddu.

Cynlluniwyd yr M4 rhwng Cyffyrdd 28 a 24 yn wreiddiol fel 'Ffordd Osgoi Casnewydd' yn y 1960au.

Nid yw traffordd bresennol yr M4 rhwng Magwyr a Chas-bach yn cyrraedd safonau dylunio traffyrdd modern ac mae mwy o draffig yn ei defnyddio na'r hyn a fwriadwyd yn wreiddiol.

Mae gan rai rhannau o'r draffordd aliniadau (llethrau a throeon) nad ydynt yn cyrraedd y safonau presennol ar gyfer traffyrdd ac mewn mannau nid oes llain galed. At hynny, ceir cyffyrdd rheolaidd, sy'n arwain at lawer o symudiadau igam-ogam gyda cherbydau yn cyflymu, yn arafu ac yn newid lôn dros bellter cymharol fyr. Yn olaf, dim ond dwy lôn sydd gan y rhan o'r draffordd sy'n dynesu at dwneli Brynglas ac yn mynd drwyddynt, sy'n gyfyngiad o ran capasiti, yn enwedig yn ystod oriau brig.

Dywed y gymuned fusnes yn Ne Cymru fod tagfeydd ar lwybr presennol yr M4, yn enwedig o amgylch Casnewydd, yn rhwystro twf economaidd. Lle bo tagfeydd yn cynyddu, mae cost trafndiaeth i fusnesau, cymudwyr a defnyddwyr yn cynyddu, sydd yn ei dro yn cael effaith ar ein heconomi. Gall mwy o dagfeydd hefyd arwain at amseroedd teithio hirach i'r gwaith. Mae hyn yn lleihau mynediad at gyfleoedd cyflogaeth.

Capasiti

Traffordd yr M4 rhwng Cyffyrdd 24 a 29 yw'r darn prysuraf o ffordd yng Nghymru ac mae'n ffurfio rhan o lwybrau strategol i dde-orllewin Lloegr, Canolbarth Lloegr a de-ddwyrain Lloegr. Ceir tagfeydd yn aml ar y rhan hon o'r M4, yn enwedig yn ystod oriau brig yn ystod yr wythnos, sy'n arwain at amseroedd teithio araf ac annibynadwy ac amodau stopio a dechrau,

Unreliable journey times and traffic congestion, particularly during peak times, are common occurrences on the M4 around Newport. This is due to the lack of capacity and alternative routes, especially during incidents and accidents. The level of congestion is expected to increase.

The M4 between Junctions 28 and 24 was originally designed as the 'Newport Bypass' in the 1960s.

The existing M4 motorway between Magor and Castleton does not meet modern motorway design standards and a greater volume of traffic uses it than for which it was originally designed.

Some sections have alignments (gradients and bends) that are below current motorway standards and in places there is no hard shoulder. In addition to this, there are frequent junctions, resulting in many weaving movements with vehicles accelerating, decelerating and changing lanes over relatively short distances. Finally, the section through and on the approaches to the Brynglas tunnels has only got two lanes, which is a capacity constraint, particularly at peak times.

Congestion on the existing M4, particularly around Newport, is cited by the business community in South Wales as a barrier to economic growth. Where congestion increases, the cost of transport for businesses, commuters and consumers which in turn affects our economy. Increased congestion can also result in longer journey times to work. This reduces access to employment opportunities.

Capacity

The M4 motorway between J24 and J29 is the most heavily trafficked section of road in Wales, forming part of strategic routes to the south west, Midlands and the south east of England. This section of the M4 is often congested, especially during weekday peak

ac mae digwyddiadau yn aml yn achosi oedi. Mae rhagamcanion traffig yn dangos y bydd y problemau yn gwaethgu yn y dyfodol.

Mae llif traffig yn methu pan eir y tu hwnt i gapasiti ffordd. O dan yr amgylchiadau hyn bydd amseroedd teithio yn cynyddu, sy'n golygu y bydd amrywioldeb a natur annibynadwy amseroedd teithio yn cynyddu hefyd.

At hynny, pan fydd llif traffig yn methu, mae'n fwy tebygol y bydd digwyddiadau a damweiniau. Mae rhagamcanion o lifoedd cerbydau yn y dyfodol yn awgrymu y byddai achosion o lifoedd traffig yn methu yn dod yn fwy cyffredin erbyn 2022, ac yn fwyfwy cyffredin erbyn 2037 ar rannau o'r draffordd rhwng Cyffyrdd 24 a 29.

Cydnherthedd

Cydnherthedd yw gallu'r rhwydwaith trafnidiaeth ehangach i fodloni'r galw am deithio pan fydd digwyddiad, heb effeithio'n ormodol ar y teithiwr.

Ar hyn o bryd nid oes gan goridor yr M4 o amgylch Casnewydd fawr ddim cydnherthedd i ddarparu ar gyfer digwyddiadau, megis cerbydau yn mynd ar dân neu'n gwrthdaro.

Mae digwyddiadau yn nhwneli Brynglas yn cael mwy o effaith o gymharu â rhannau eraill o'r rhwydwaith traffyrdd oherwydd yr anawsterau sy'n gysylltiedig â mynediad.

periods, resulting in slow and unreliable journey times, stop-start conditions, and with incidents frequently causing delays. Traffic forecasts show that the problems will worsen in the future.

Traffic flow breakdown occurs when the capacity of a road is exceeded. Under these circumstances journey times increase with the consequential effect that journey time variability and unreliability also increase.

Additionally, during the period of flow breakdown, the likelihood of incidents and accidents increases. Forecasts of future vehicle flows indicate that flow breakdown would become more prevalent by the year 2022, and increasingly so by 2037 on sections between J24 and J29.

Resilience

Resilience is the ability of the wider transport network to accommodate demand for travel when there is an incident, without unduly impacting on the traveller.

The M4 around Newport currently has very little resilience to accommodate incidents, such as vehicle fires or collisions.

Incidents at Brynglas tunnels cause greater impacts than other parts of the motorway network due to the difficulties with access.



Twyneli Brynglas

Brynglas Tunnels

Ymhlith y ffactorau sy'n cyfrannu at y lefel is o gydnerthedd ar gyfer defnyddwyr ffyrdd ar draffordd bresennol yr M4 mae:

- a. Prinder llwybrau trafndiaeth amgen â chapasiti priodol ac o safon briodol.
- b. Mwy o oedi a digwyddiadau ar ffyrdd lleol a achosir gan lifoedd traffig cynyddol pan gânt eu defnyddio fel llwybrau amgen;

Diogelwch

Mae problemau diogelwch ar y ffyrdd ar draffordd bresennol yr M4 yn cynnwys y canlynol:

- a. Cerbydau yn cyflymu, yn arafu ac yn newid lôn dros bellter bach, sy'n arwain at symudiadau igam-ogam a allai fod yn beryglus, er gwaethaf y system Terfyn Cyflymder Newidiol sy'n cael ei chyflwyno gan Lywodraeth Cymru er mwyn helpu i wella diogelwch ar yr M4 rhwng Cyffyrdd 24 a 28.
- b. Mae llethrau a throeon yn fwy serth a thynn na safonau traffyrdd. Ceir mannau lle nad oes llain galed a chyffyrdd rheolaidd rhwng Cyffyrdd 24 (Coldra) a 28 (Parc Tredegar);

Factors contributing to reduced resilience for road users on the existing M4 include:

- a. Limited availability of alternative transport routes with appropriate capacity and standard.
- b. Increases in delays and incidents on local roads resulting from increased traffic flows when they are used as alternative routes;

Safety

Road safety problems on the existing M4 include:

- a. Vehicles speeding up, slowing down and changing lanes over short distances thereby creating weaving movements that are potentially hazardous, despite the Variable Speed Limit system (the "VSL") being introduced by the Welsh Government to help improve safety on the M4 between Junctions 24 and 28.
- b. Gradients and bends are steeper and tighter than motorway standards. There are places where there is no hard shoulder and frequent junctions between J24 (Coldra) and J28 (Tredegar Park);



Terfyn cyflymder newidiol presennol yr M4

Existing M4 variable speed limit



Gwastadeddau Gwent a Gweithfeydd Dur Llanwneryd

Gwent Levels and the Llanwneryd Steelworks

- c. Mae clystyrau gwrthdrawiadau wrth agosáu at Dwneli Brynglas wedi'u nodi, lle y ceir amodau stopio a dechrau yn aml yn ystod oriau brig. Achosir hyn gan y cyfuniad o dagfeydd a'r ffaith bod y draffordd yn mynd o dair lôn i ddwy lôn, ynghyd â llethr serth ar y ffordd ddynesu tua'r gorllewin;
- d. Gall tywydd gwael amharu ar y rhwydwaith trafnidiaeth, a all fod yn waeth o amgylch Casnewydd lle mae'r M4 wedi gweld cyfran uwch na'r cyfartaledd o wrthdrawiadau mewn tywydd gwlyb yn ystod y tair blynedd diwethaf.

Datblygu cynaliadwy

Mae tagfeydd traffig yn cael effaith andwyol ar yr amgylchedd, cymdeithas a'r economi.

Dywed y gymuned fusnes yn Ne Cymru fod tagfeydd ar lwybr presennol yr M4, yn enwedig o amgylch Casnewydd, yn rhwystro twf economaidd. Lle bo tagfeydd yn cynyddu, mae cost trafnidiaeth i fusnesau, cymudwyr a defnyddwyr yn cynyddu sydd yn ei dro yn cael effaith ar ein heconomi. Gall mwy o dagfeydd hefyd arwain at amseroedd teithio hirach i'r gwaith. Mae hyn yn lleihau mynediad at gyfleoedd cyflogaeth.

- c. Collision clusters on the approaches to the Brynglas tunnels have been identified, where stop-start conditions often occur during peak periods. This is caused by the combination of congestion and the motorway reducing from three to two lanes, together with a steep gradient on the westbound approach; and
- d. Poor weather can cause disruption to the transport network, this can be worse around Newport where the M4 has a higher than average proportion of wet weather collisions in the last three years.

Sustainable development

Traffic congestion adversely impacts on the environment, society and the economy.

Congestion on the existing M4, particularly around Newport, is cited by the business community in South Wales as a barrier to economic growth. Where congestion increases, the cost of transport for businesses, commuters and consumers also increases which in turn affects our economy. Increased congestion can also result in longer journey times to work. This reduces access to employment opportunities.

Yr amgylchedd

Disgrifir yr amodau amgylcheddol presennol yn y DA a'i CA.

Mae trafndiaeth ffordd yn cyfrannu'n sylweddol at allyriadau llygryddion aer.

Mae trigolion Casnewydd sy'n byw'n agos at lwybr presennol yr M4 yn profi ansawdd aer gwael i draffig y draffordd. Allan o saith Ardal Rheoli Ansawdd Aer a ddynodwyd gan Gyngor Dinas Casnewydd, mae pedair yn gysylltiedig â'r M4.

Mae sŵn traffig o'r draffordd hefyd yn broblem i'r rhai sy'n byw gerllaw.

Environment

Existing environmental conditions are described in the ES and its NTS.

Road transport contributes significantly to the emission of air pollutants.

Residents of Newport close to the existing M4 experience poor air quality as a result of motorway traffic. Out of seven AQMAs designated by Newport City Council, four are associated with the M4.

Traffic noise from the motorway is also a problem for those who live nearby.



M4 Cyffordd 25 presennol

Existing M4 Junction 25

Mae'r cynigion hyn yn cefnogi amcanion Llywodraeth Cymru fel y'u nodir yng Nghynllun Buddsoddi yn Seilwaith Cymru i Hybu Twf a Swyddi 2012, Cynllun Cyllid Trafnidiaeth Cenedlaethol Cymru 2015, Cymru'n Un: Cysylltu'r Genedl, Strategaeth Drafnidiaeth Cymru 2008 a Diweddariad 2008 o Gynllun Gofodol Cymru: Pobl Lleuedd, Dyfodol.

O ganlyniad i'r ymgynghoriad a gweithdai datblygu blaenorol, nodwyd problemau a phennwyd nodau ac amcanion ar gyfer Coridor yr M4 o amgylch Casnewydd.

Y nodau yw:

- a. Ei gwneud hi'n haws ac yn fwy diogel i bobl gael mynediad i'w cartrefi, gweithleoedd a gwasanaethau drwy gerdded, seiclo, defnyddio trafndiaeth gyhoeddus neu ar y ffordd;
- b. Darparu rhwydwaith trafndiaeth mwy effeithlon a chynaliadwy sy'n cefnogi ac yn annog ffyniant hirdymor yn y rhanbarth a ledled Cymru, ac yn galluogi mynediad i farchnadoedd rhyngwladol;
- c. Sicrhau bod y prosiect yn cael effeithiau cadarnhaol ar bobl a'r amgylchedd, gan wneud cyfraniad cadarnhaol tuag at nodau cyffredinol Llywodraeth Cymru i leihau allyriadau nwyon tŷ gwydr a gwneud Cymru yn fwy gwydn i effeithiau newid yn yr hinsawdd.

These proposals support the objectives of the Welsh Government as set out in the Wales Infrastructure Investment Plan for Growth and Jobs 2012, Wales National Transport Finance Plan 2015, One Wales: Connecting the Nation, The Wales Transport Strategy 2008 and the People, Places, Future: Wales Spatial Plan 2008 Update.

As a result of consultation and previous development workshops, problems have been identified and aims and objectives have been set for the M4 Corridor around Newport.

The aims are to:

- a. Make it easier and safer for people to access their homes, workplaces and services by walking, cycling, public transport or road;
- b. Deliver a more efficient and sustainable transport network supporting and encouraging long-term prosperity in the region, across Wales, and enabling access to international markets; and
- c. 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.

Mae Llywodraeth Cymru wedi nodi 15 o Amcanion Cynllunio Trafnidiaeth sy'n anelu at fynd i'r afael â'r problemau trafndiaeth a nodwyd. Bwriedir iddynt helpu i sicrhau'r canlynol:

- a. Teithio mwy diogel, haws a mwy dibynadwy o'r dwyrain i'r gorllewin yn Ne Cymru.
- b. Gwell cysylltiadau trafndiaeth o fewn Cymru ac i Loegr, Gweriniaeth Iwerddon a gweddill Ewrop ar gyfer pob dull teithio ar y rhwydwaith trafndiaeth rhyngwladol.
- c. Defnydd mwy effeithiol ac integredig o ddewisiadau amgen i'r M4, gan gynnwys rhannau eraill o'r rhwydwaith trafndiaeth a dulliau eraill o drafndiaeth ar gyfer teithiau lleol a strategol o amgylch Casnewydd.
- d. Defnydd gorau posibl o lwybr presennol yr M4, y rhwydwaith ffyrdd lleol a rhwydweithiau trafndiaeth eraill.
- e. Amseroedd teithio mwy dibynadwy ar hyd Coridor yr M4.
- f. Mwy o ddewis i bawb sy'n teithio ar hyd y Coridor trafndiaeth waeth beth fo'r dull teithio rhwng Magwyr a Chas-bach, yn gymesur â'r galw am ddewisiadau amgen.
- g. Gwell diogelwch ar Goridor yr M4 rhwng Magwyr a Chas-bach.
- h. Gwell ansawdd aer mewn ardaloedd wrth ymyl yr M4 o amgylch Casnewydd.
- i. Llai o darfu ar bobl gan lefelau uchel o sŵn, a achosir gan bob math o ddull trafndiaeth a thraffig ar hyd Coridor yr M4.
- j. Llai o allyriadau nwyon tŷ gwydr fesul cilometr cerbyd a/neu unigolyn.
- k. Gwell profiad teithio i mewn i Dde Cymru ar hyd Coridor yr M4.
- l. M4 sy'n ddeniadol ar gyfer teithiau strategol sy'n annog llai o ddefnydd gan draffig lleol.
- m. Gwell rheolaeth traffig yng Nghasnewydd ac o'i hamgylch ar hyd Coridor yr M4.
- n. Mynediad haws i wasanaethau allweddol lleol a chanolfannau preswyl a masnachol.
- o. Newid diwylliannol o ran dulliau teithio tuag at ddewisiadau mwy cynaliadwy.

The Welsh Government has identified 15 Transport Planning Objectives which aim to address the identified transport related problems. They are to help achieve:

- a. Safer, easier and more reliable travel east-west in South Wales.
- b. Improved transport connections within Wales and to England, the Republic of Ireland and the rest of Europe on all modes of the international transport network.
- c. More effective and integrated use of alternatives to the M4, including other parts of the transport network and other modes of transport for local and strategic journeys around Newport.
- d. Best possible use of the existing M4, local road network and other transport networks.
- e. More reliable journey times along the M4 Corridor.
- f. Increased level of choice for all people making journeys within the transport Corridor by all modes between Magor and Castleton, commensurate with demand for alternatives.
- g. Improved safety on the M4 Corridor between Magor and Castleton.
- h. Improved air quality in areas next to the M4 around Newport.
- i. Reduced disturbance to people from high noise levels, from all transport modes and traffic within the M4 Corridor.
- j. Reduced greenhouse gas emissions per vehicle and/or person kilometre.
- k. Improved travel experience into South Wales along the M4 Corridor.
- l. An M4 attractive for strategic journeys that discourages local traffic use.
- m. Improved traffic management in and around Newport on the M4 Corridor.
- n. Easier access to local key services and residential and commercial centres.
- o. A cultural shift in travel behaviour towards more sustainable choices.

Mae Pennod 4 o'r DA yn esbonio'n fanwl sut yr ystyriwyd dewisiadau amgen. Mae hefyd yn nodi'r prif resymau dros ddewis elfennau allweddol y Cynllun, gan gynnwys:

- Dewis opsiwn traffordd (yn hytrach nag atebion nad oeddent yn cynnwys adeiladu traffordd);
- Dewis coridor y llwybr yn fras i'r de o Gasnewydd (yn hytrach nag opsiynau amgen ar gyfer llwybrau).
- Dewis yr opsiynau dylunio a gynhwyswyd yn y Gorchmynion Statudol drafft (yn hytrach nag atebion dylunio amgen mewn lleoliadau ar hyd y llwybr).

Wrth ddatblygu'r Cynllun ystyriwyd senario 'Gwneud Cyn Lleied â Phosibl', sy'n golygu peidio â gwneud mwy na'r hyn a gynlluniwyd neu yr ymrwymwyd iddo eisoes. Cadarnhaodd yr ystyriaeth a roddwyd i opsiynau 'Gwneud Dim' neu 'Gwneud Cyn Lleied â Phosibl' fod angen dybryd i wneud rhywbeth i fynd i'r afael â'r problemau a nodwyd sy'n gysylltiedig â'r M4 o amgylch Casnewydd.

Gan ystyried y gwaith asesu blaenorol, nododd Llywodraeth Cymru ran newydd o draffordd i'r de o Gasnewydd (a elwid bryd hynny yn 'Llwybr Du'), ynghyd â Mesurau Ategol, fel ei Chynllun drafft ym mis Medi 2013. Nododd y Cynllun drafft ddau ddewis amgen rhesymol i'r opsiwn hwn, sef: y 'Llwybr Coch' a'r 'Llwybr Porffor'.

Nid oedd opsiwn y Llwybr Coch (ffordd ddeuol) yn cynnwys adeiladu traffordd. Nododd gwaith asesu na pherfformiodd yr opsiwn hwn cystal â'r ddau opsiwn traffordd, oherwydd roedd ganddo lawer llai o gapasiti a byddai'n denu llai o draffig oddi ar yr M4. Daethpwyd i'r casgliad, ar yr amod y gellid darparu cyllid i'w gyflawni fel un prosiect, y byddai opsiwn traffordd yn cynnig gwerth gwell am arian a chyflawni'r amcanion ar gyfer Coridor yr M4 o amgylch Casnewydd yn well.

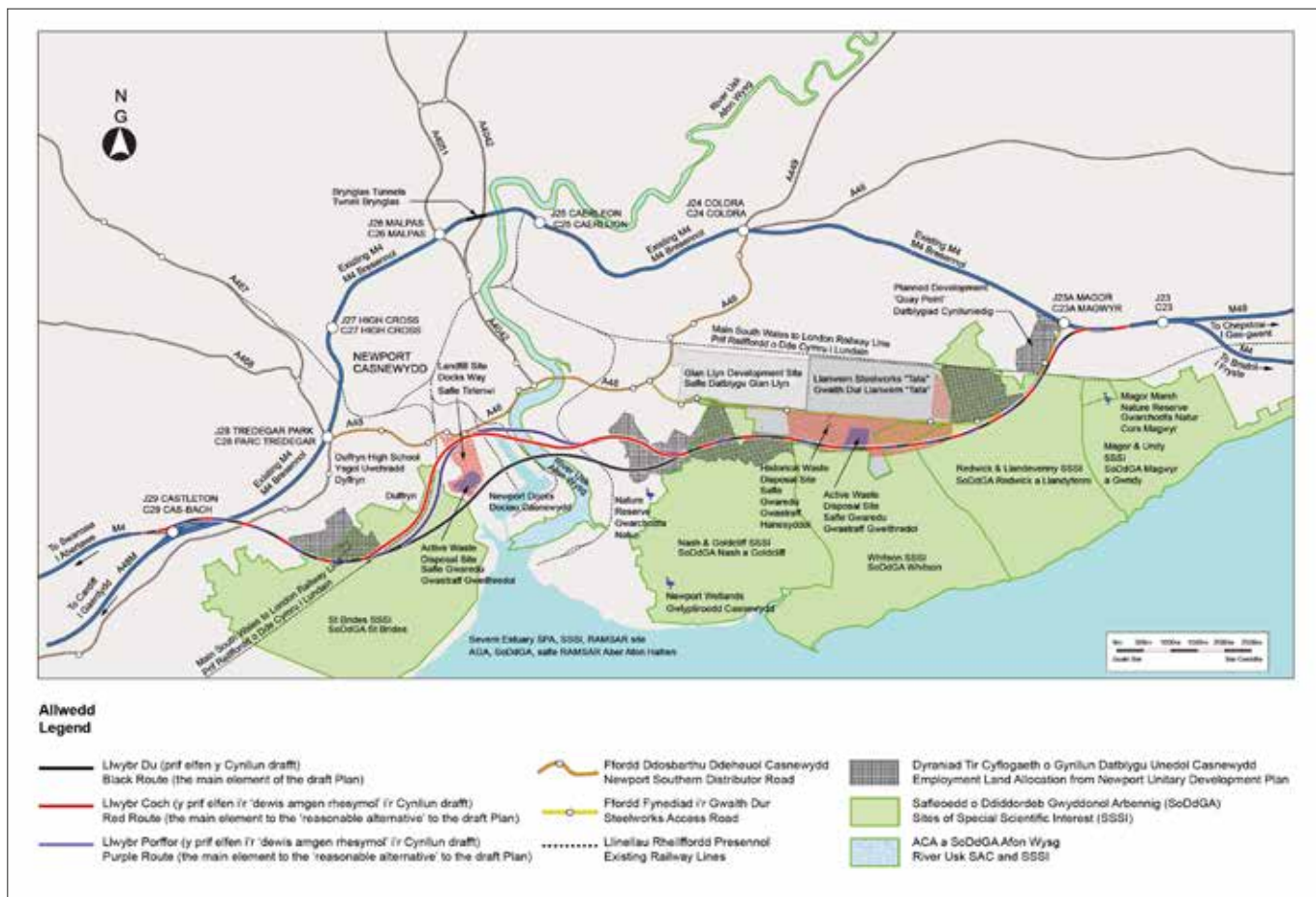
The ES Chapter 4 explains in detail how alternatives have been considered. In addition, it sets out the main reasons for the selection of the key elements of the Scheme, including:

- The selection of a motorway option (compared to non-motorway solutions);
- The selection of the broad route corridor to the south of Newport (compared to alternative route options); and
- The selection of the design options included within the draft Statutory Orders (compared to alternative design solutions at locations along the route).

The development of the Scheme has considered a 'Do -Minimum' scenario, meaning doing nothing above what is already planned or committed. Consideration of 'Do -Nothing' or 'Do-Minimum' options confirmed that there is a strong need to do something to address identified problems associated with the M4 around Newport.

Taking into account the previous assessment work, the Welsh Government identified a new section of motorway to the south of Newport (known at that time as the 'Black Route'), together with Complementary Measures, as its draft Plan in September 2013. The draft Plan identified two reasonable alternatives to this option: the 'Red Route' and the 'Purple Route'.

The Red Route was a non-motorway (dual carriageway) option. Assessment identified that this option did not perform as strongly as the two motorway options, with significantly reduced capacity and would attract less traffic from the M4. The conclusion was that, provided that funding could be made available to deliver it as a single project, a motorway solution would offer greater value for money and better meet the objectives for the M4 Corridor around Newport.



Dewisiadau amgen a ystyriwyd yn y Cynllun drafft

Cynigiai'r Llwybr Porffor lwybr amgen ar gyfer rhan newydd o draffordd. Fodd bynnag, daeth asesiadau i'r casgliad bod y Llwybr Du wedi perfformio'n well na'r Llwybr Porffor. Ystyriwyd nifer o ffactorau, gan gynnwys y pellter a deithir, amseroedd teithio, agosrwydd at ardal breswyl Dyffryn a'r effeithiau ar Ddociau Casnewydd ac Afon Wysg. Gan ystyried y cyfyngiadau a nodwyd, ymatebion i'r ymgynghoriad ac effeithiau tebygol yr opsiynau a ystyriwyd, dewiswyd y Llwybr Du fel y coridor llwybr a ffeirir.

Awgrymwyd dewisiadau amgen ychwanegol yn ystod yr ymgynghoriad ynghylch y Cynllun drafft, gan gynnwys mesurau trafniadaeth gyhoeddus, gwelliannau i ffyrdd presennol, twnnel o dan Afon Wysg, aliniadau amgen ac yr opsiwn o weithio ar yr A48 a'r A4810 presennol sef y 'Llwybr Glas'. Mae dewisiadau amgen a awgrymwyd wedi'u harfarnu ac, ar sail y canlyniadau, daethpwyd i'r casgliad na allai'r un o'r dewisiadau amgen a gyflwynwyd gyflawni'r amcanion ar gyfer yr M4 o amgylch Casnewydd na mynd i'r afael â'r problemau a geir yno, yn ddigonol.

Alternatives considered in the draft Plan

The Purple Route offered an alternative route for a new section of motorway. However, assessments concluded that the Black Route performed more strongly than the Purple Route. A range of factors were considered, including distance travelled, journey times, proximity to the residential area of Duffryn and impacts on Newport Docks and the River Usk. Taking into account the constraints identified, consultation responses and the likely effects of the options considered, the Black Route was selected as the preferred route corridor.

Additional alternatives were suggested during the draft Plan consultation, including public transport measures, improvements to existing roads, a tunnel under the River Usk, alternative alignments and the option of works to the existing A48 and A4810 known as the 'Blue Route'. Suggested alternatives have been subject to appraisal, and the results have concluded that none of the alternatives submitted could sufficiently meet the objectives or address the problems for the M4 around Newport.

Ym Medi 2014 cyflwynodd Cyfeillion y Ddaear gais am Adolygiad Barnwrol, gan herio'r penderfyniad i fabwysiadu'r Cynllun. Heriwyd fod Llywodraeth Cymru, wrth fabwysiadu ei Chynllun, wedi methu â nodi, disgrifio a gwerthuso'r holl ddewisiadau amgen rhesymol (ac, yn benodol, ddewisiadau amgen nad oeddent yn cynnwys adeiladu traffordd ar draws y safleoedd gwarchodedig) yn briodol fel y gellid eu cymharu â'r Cynllun. Gwrandawyd y cais rhwng 10 a 12 Mawrth 2015 gan Mr Ustus Hickinbottom a gadarnhaodd, wrth wneud ei ddyfarniad, y canlynol. "In this case, matters were, in the event, clear cut: other than the draft Plan and the alternatives assessed in the 2013 SEA Report, none of the options considered came anywhere near meeting the objectives" a bod y penderfyniad a wnaed gan Lywodraeth Cymru ar sail y dystiolaeth ger ei bron, "not only rational but all but inevitable".

A Judicial Review claim was brought in September 2014 by Friends of the Earth Cymru, challenging the adoption of the Plan. They challenged that in adopting its Plan the Welsh Government failed properly to identify, describe and evaluate all reasonable alternatives (and particularly alternatives that did not involve a motorway being constructed across the protected sites) on a comparable basis to the Plan. The claim was heard between 10th and 12th March 2015 by Mr Justice Hickinbottom, who in making his judgement confirmed that "In this case, matters were, in the event, clear cut: other than the draft Plan and the alternatives assessed in the 2013 SEA Report, none of the options considered came anywhere near meeting the objectives" and that the Welsh Government's decision making was, on the basis of the evidence before them, "not only rational but all but inevitable".

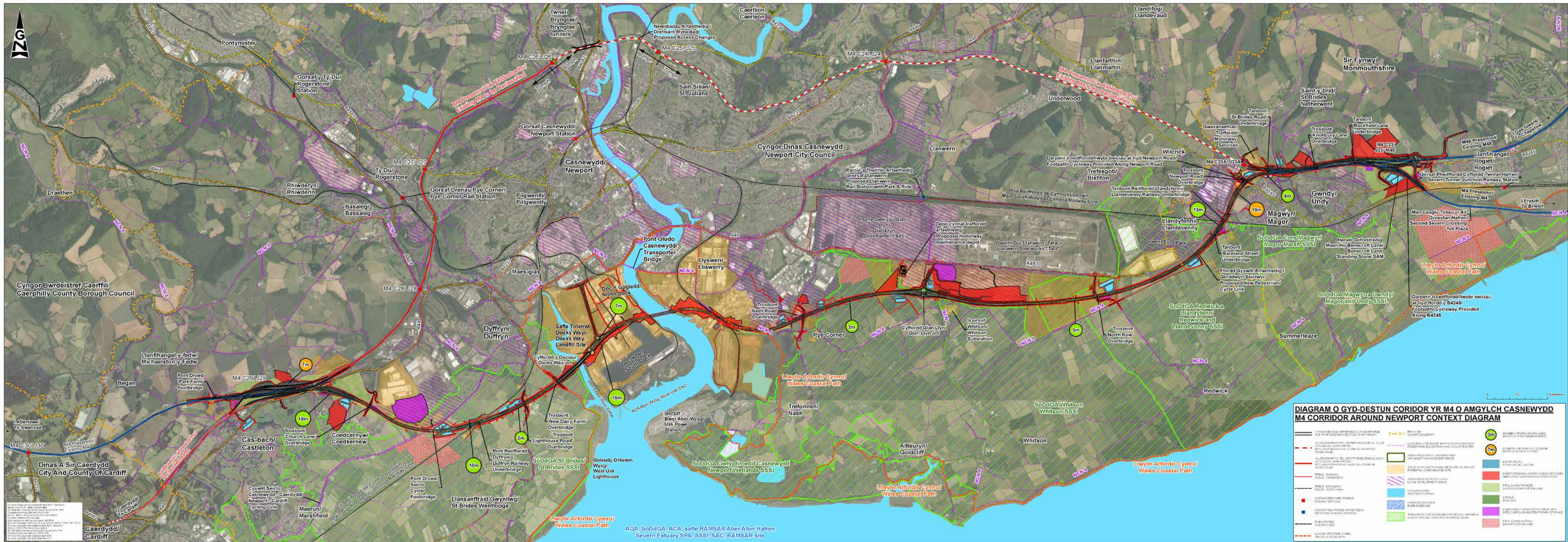


A4810 presennol

Existing A4810

Ers i'r Cynllun gael ei fabwysiadu, mae Llywodraeth Cymru wedi cyflogi contractwr ac ymgynghorydd sydd wedi datblygu'r cynigion gan ystyried gwahanol ddyletswyddau Llywodraeth Cymru gan gynnwys y rhai o dan Adran 28G o'r Ddeddf Bywyd Gwylt a Chefn Gwlad, Deddf Llesiant a Chenedlaethau'r Dyfodol 2015 a Deddf Hawliau Dynol 1998. Ymhlith materion eraill a ystyriwyd wrth ddatblygu'r cynigion mae cyfyngiadau presennol a nodweddion amgylcheddol, ynghyd â chanfyddiadau gweithgarwch ymgynghori ac ymgysylltu â rhanddeiliaid.

Following adoption of the Plan, the Welsh Government has employed a contractor and a consultant who have developed the proposals taking into account the Welsh Government's various duties including those under Section 28G of the Wildlife and Countryside Act, the Wellbeing and Future Generations Act 2015 and the Human Rights Act 1998. Other matters taken into account during the development of the proposals include existing constraints and environmental features, together with the findings of consultation and stakeholder engagement.



Disgrifiad o'r Cynllun

Ystyrir mai cynigion y Cynllun yw'r ateb mwyaf priodol i fynd i'r afael â'r problemau ar draffordd bresennol yr M4 o amgylch Casnewydd, wedi'u mesur yn erbyn y nodau a'r amcanion.

Llwybr

Byddai'r 23km o draffordd tair lôn i'r de o Gasnewydd, gan groesi Gwastadeddau Gwent, Afon Wysg, Dociau Casnewydd, safle Gwaith Dur Llanwern ac yn agos at safle tirlenwi Docks Way. Er mwyn croesi Afon Wysg câi ei chodi ar draphontydd dynesu a phont ceblau.

Lle bo'n rhesymol bosibl, mae'r llwybr yn mynd drwy dir llwyd, tir halogedig, neu ardaloedd drws nesaf i'r tir datblygu. Bydd y llwybr yn gwneud y canlynol:

- Lleihau gofynion tir a all gynnwys dymchwel eiddo;
- Lleihau'r defnydd o dir ar Wastadeddau Gwent, sy'n ardal warchodedig neu'n SoDdGA;
- Lleihau'r effaith ar Safle Tirlenwi Docks Way, gan leihau'r risg o broblemau red;
- Lleihau'r effaith ar Ddociau Casnewydd;
- Lleihau'r effaith ar gyfleustodau, a fyddai'n lleihau costau, peryglon ac amharu ar gyflenwadau.

Description of the Scheme

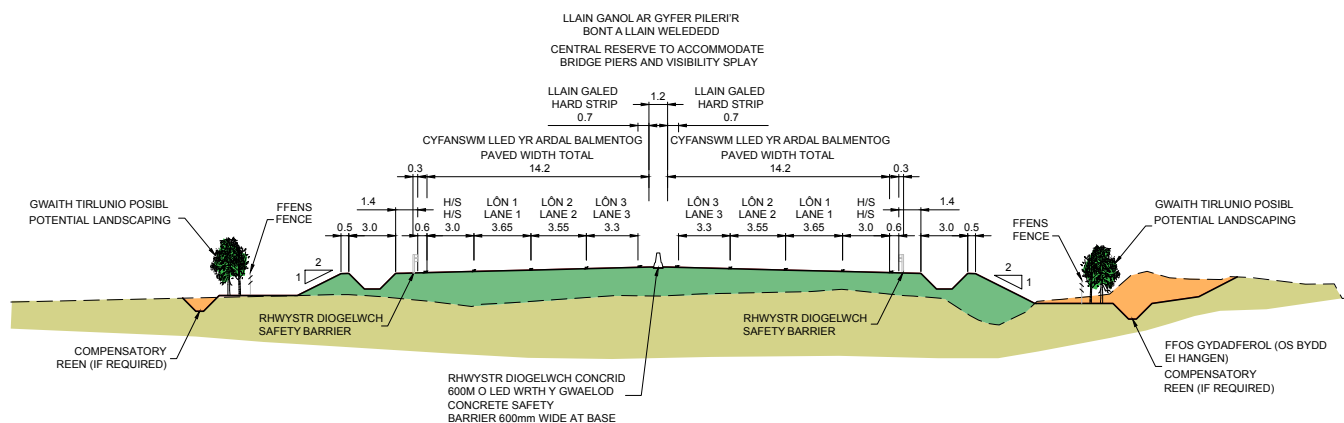
The Scheme proposals are considered to represent the most appropriate solution to address the problems on the existing M4 around Newport, measured against the aims and objectives.

Route

The 23km route of 3-lane motorway would pass south of Newport, crossing the Gwent Levels, River Usk, Newport Docks, the Llanwern Steelworks site and close to the Docks Way landfill site. To cross the River Usk it would be raised on approach viaducts and a cable stayed bridge.

Wherever reasonably possible the route goes through brownfield land, contaminated land, or areas next to development land. The route:

- Minimises land requirements that may include property demolition;
- Minimises land take from the Gwent Levels, which are protected areas or SSSIs;
- Minimises impact on the Docks Way Landfill Site, reducing risk of pollution problems;
- Minimises impacts on Newport Docks; and
- Minimises impact on utilities, which would reduce costs, hazards and disruption to supply.



Trawsdoriad nodweddiadol o'r draffordd arfaethedig

Typical cross-section of the proposed motorway

Ailddosbarthu'r draffordd bresennol

Byddai ailddosbarthu llwybr presennol yr M4 o amgylch Casnewydd fel cefnffordd, neu ffordd 'A', yn ein galluogi i gyflwyno newidiadau er mwyn rheoli traffig, sicrhau diogelwch a rhoi trefniadau mynediad diwygiedig ar waith, fel ailagor y gyffordd yng Nghaerllion. Byddai'r ffordd rhwng Cyffyrdd 23 (Magwyr) a 26 (Malpas) bellach yn ffordd ddeuol â dwy lôn.

Byddai'r broses ailddosbarthu yn cynnwys gwaith i ailagor ffyrdd ymuno ac ymadael Cyffordd 25 (Caerllion) tua'r gorllewin, gan wella mynediad i Gaerllion a Sain Silian. Byddai hyn yn gwella hygyrchedd i Gaerllion a Sain Silian ar hyd ochr ogleddol Casnewydd.

Byddai'r Terfyn Cyflymder Newidiol presennol hyd at 70mya yn parhau'n weithredol ar hyd llwybr presennol yr M4 rhwng Cyffordd 24 (Coldra) a Chyffordd 28 (Tredegar), ond gyda therfyn cyflymder uchaf o 60 milltir yr awr wrth Dwneli Brynlas.

Reclassification of the existing motorway

Reclassification of the existing M4 around Newport as a trunk road, or 'A' road, would allow us to make changes to enable traffic management, safety and revised access arrangements, such as reopening the junction at Caerleon. The road between Junction 23 (Magor) and Junction 26 (Malpas) would become a two lane dual carriageway.

Reclassification would include works to re-open the west facing slip roads of Junction 25 (Caerleon), improving access to Caerleon and St. Julians. This would improve accessibility to Caerleon and St Julians along the northern fringe of Newport.

The existing Variable Speed Limit up to 70mph would continue to operate along the existing M4 between Junction 24 (Coldra) and Junction 28 (Tredegar), but with a maximum speed limit of 60 miles per hour imposed at the Brynlas Tunnels.



Cyfnwida arfaethedig Cas-bach

Proposed Castleton Interchange

Safonau peirianeg

Dyluniwyd y Cynllun gan ystyried yr holl bolisiâu, cynlluniau a safonau cynllunio cenedlaethol a lleol. Byddai rhywfaint o 'Wyro oddi wrth y Safonau' ar gyfer geometreg priffyrdd er mwyn helpu i leihau effaith bosibl y llwybr ar yr amgylchedd, tir ac eiddo.

Pennid terfyn cyflymder o 70mya ar gyfer y rhan newydd o draffordd.

Engineering standards

The Scheme has been designed taking into account all relevant national and local planning policies, plans and standards. There would be some 'Departures from Standards' for highway geometry to help reduce the potential impact of the route on the environment, land and property.

The new section of motorway would have a speed limit of 70mph.

Y terfyn cyflymder ar yr M4 a'r A48(M) a ailddosbarthwyd fyddai 70mya ac eithrio rhwng Cyffyrdd 25 a 26 ar yr M4 a ailddosbarthwyd, lle y byddai'n 60mya.

Datblygu'r prosiect

Mae'r penderfyniad i benodi contractwr ar y cam datblygu cynnar wedi'i gwneud yn bosibl i'r prosiect gael budd o welliant parhaus ac iteradd yn y Cynllun a'r strategaethau lliniaru amgylcheddol tra'n ystyried mewnbynnau methodoleg adeiladu ac ystyriaethau o ran effeithlonrwydd cynhyrchu. Mae wedi galluogi'r tîm i herio ei gilydd i wneud y defnydd gorau posibl o'r holl dir yr effeithir arno gan y prosiect, gan ei ddewis gan edrych yn gyfannol ar effeithiau amgylcheddol, cymdeithasol a thechnegol ac effeithiau ar SoDdGAu, gan ganolbwyntio'n benodol ar waith lliniaru amgylcheddol, strategaeth cloddwaith, gwaith dros dro, tir dros dro a gwaith adeiladu pontydd mawr.

Seilwaith seiclo, cerdded a marchogaeth cyfeillgar

Câi hydoedd newydd neu hydoedd wedi'u gwyro o briffordd, hawliau tramwy cyhoeddus a mynedfeydd preifat eu darparu i ddisodli'r rhai yr effeithir arnynt gan y Cynllun. Câi gwyradau a chroesfannau dros dro eu darparu yn ystod y cam adeiladu, ac ar ôl cwblhau'r gwaith adeiladu câi cysylltedd y rhwydwaith hawliau tramwy cyhoeddus ei gynnal gan lwybrau gwyro parhaol.

The speed limit on the reclassified M4 and A48(M) would be 70mph except between Junctions 25 and 26 on the reclassified M4, where it would be 60mph.

Project development

The appointment of a contractor at the early development phase has allowed the project to benefit from a continuous and iterative improvement of the Scheme and environmental mitigation strategies, while having regard to construction methodology inputs and production efficiency considerations. It has allowed the team to challenge each other to make optimal use of all land impacted by the project, selecting it with a holistic perspective of environmental, SSSI, social, economic and technical impacts, with a particular focus on environmental mitigation, earthworks strategy, temporary works, temporary land and major bridge construction.

Cycling and walking friendly infrastructure

New or diverted lengths of highway, public rights of way and private means of access would be provided to replace those affected by the Scheme. Temporary diversions and crossing places would be provided during the construction phase, and following completion of the construction works the connectivity of the public rights of way network would be maintained by permanent diversion routes.



Llwybr 4 Rhwydwaith Beicio Cenedlaethol

National Cycle Network Route 4



Esiampwl o lwybr beicio a cerdded

Example footway and cycle path

Câi pontydd newydd ar draws y cynllun eu darparu gydag ymylon a wnaed yn lletach i ddarparu ar gyfer cerddwyr yn Church Lane a Lighthouse Road. Ger pont Rheilffordd Dyffryn, byddai pont newydd ar gyfer cerddwyr, seiclwyr a marchogion yn croesi'r rhan newydd arfaethedig o draffordd er mwyn sicrhau parhad Lôn Percoed.

Câi llwybr ceffylau newydd, 625 metr o hyd, ei ddarparu er mwyn cysylltu'r defnydd presennol a wneir o Green Lane a Lôn Percoed gan farchogion.

Byddai Llwybr Arfordir Cymru yn croesi'r rhan newydd arfaethedig o'r draffordd ger Pont Fferm New Dairy. Ar ochr ddwyreiniol Afon Wysg câi ei ddargyfeirio i lwybr dros dro newydd yn ystod y cam adeiladu a leolir i'r gogledd o'r aliniad presennol. Ar ôl cwblhau'r gwaith adeiladu, câi ei ddychwelyd i'w aliniad presennol a'r rhannau ohono a ddargyfeiriwyd wrth ochr y draffordd.

Yn Nash Road, byddai ymyl a wnaed yn lletach ar y bont newydd yn cysylltu â seilwaith seiclo a cherdded cyfeillgar presennol ar Meadows Road.

Byddai darn newydd o lwybr ceffylau (a fyddai hefyd ar gael i gerddwyr a seiclwyr ei ddefnyddio), 1.3km o hyd, yn cysylltu Tir Comin Barecroft a North Row, gan gysylltu â Rush Wall, y mae rhan ohoni yn briffordd a fabwysiadwyd ar hyn o bryd. Byddai defnyddwyr yn gallu dewis rhwng ymuno â Rhwydwaith Seiclo Cenedlaethol rhif 4 i'r de o'r draffordd newydd arfaethedig neu'r seilwaith seiclo cyfeillgar ar yr A4810.

New bridges crossing the Scheme would be provided with widened verges to accommodate pedestrians at Church Lane and Lighthouse Road. Near the Dyffryn Railway bridge, a new bridge to accommodate walkers, cyclists and equestrians would cross the proposed new section of motorway to provide continuity for Percoed Lane.

A new bridleway, 625 metres in length, would be provided to link up the existing equestrian use of Green Lane and Percoed Lane.

The Wales Coast Path would cross the proposed new section of motorway at the New Dairy Farm Bridge. On the east side of the River Usk it would be diverted to a new, temporary route during construction to the north of the existing alignment. After construction, it would be returned to its existing alignment and diverted sections alongside the motorway.

At Nash Road, a widened verge on the new bridge would connect to existing cycling and walking friendly infrastructure on Meadows Road.

A new section of bridleway (that would also be available for walkers and cyclists), 1.3km in length, would link Barecroft Common and North Row, connecting with Rush Wall, part of which is currently an adopted highway. Users would have the choice of joining National Cycle Network 4 to the south of the proposed new motorway or cycling friendly infrastructure on the A4810.

Ym Magwyr, darperid 580 metr o lwybr ceffylau newydd i'r de o'r rhan newydd arfaethedig o draffordd er mwyn cysylltu Ffordd Llansanffraid Gwynllŵg â Grange Road. Ar yr ochr ogleddol, byddai llwybr ceffylau newydd 215 metr o hyd yn cysylltu Ffordd Llansanffraid Gwynllŵg â Chwlfert Mill Reen, gan hwyluso llwybr marchogaeth, seiclo a cherdded o dan y Cynllun gan osgoi pont Ffordd Llansanffraid Gwynllŵg.

Darperid llwybr troed newydd 390 metr o hyd ar draws cyffordd y B4245/A4810 fel na fyddai angen i gerddwyr groesi'r gylchfan.

Wrth gyffordd newydd arfaethedig y B4245 â'r draffordd, câi seilwaith seiclo a cherdded cyfeillgar ei ddarparu ar ymylon wrth ochr y lôn gerbydau bresennol er mwyn darparu llwybrau diogel drwy'r cylchfannau newydd rhwng Rogiet, Magwyr a Gwndy.

Cyffyrdd

Byddai cysylltiad newydd y B4245/M48/M4 wrth Gyffordd 23 yn lleihau traffig drwy Fagwyr ac yn gwella hygyrchedd, gan gynnwys i orsaf reilffordd Cyffordd Twnnel Hafren. I'r gogledd o Fagwyr, byddai'r M4 wedi'i hailddosbarthu yn mynd drwy Gyffordd bresennol 23A gan ddilyn yr un llinell ac ar yr un lefel.

Byddai cyffyrdd canolog yng Nglan Llyn a Docks Way yn cysylltu â ffyrdd presennol ar yr A4810 a'r A48, gan wasanaethu Casnewydd a'i safleoedd datblygu, a Dociau Casnewydd.

Byddai cyffordd yng Nghas-bach yn cysylltu'r llwybr â thraffordd bresennol yr M4 rhwng Casnewydd a Chaerdydd.

Ffyrdd ymyl

Mae'r Cynllun yn cynnwys cynnal cysylltedd y rhan fwyaf o'r ffyrdd ymyl a groesir gan linell y draffordd newydd gan ddefnyddio pontydd newydd dros neu o dan y draffordd. Yr eithriadau yw Pound Hill Lane yng Nghas-bach a Green Lane ger Dyffryn y cynigir y dylid eu cau gyda mynediad yn cael ei ddarparu drwy groesfannau cyfagos. Cynhaliwyd ymgynghoriadau ag Awdurdodau Lleol a rhanddeiliaid eraill er mwyn cytuno ar ddyluniad y ffyrdd ymyl.

At Magor, 580 metres of new bridleway to the south of the proposed new section of motorway would be provided to connect St Brides Road with Grange Road. On the north side, a new bridleway of 215 metres would connect St Brides Road with Mill Reen Culvert, thus facilitating an equestrian, cycling and walking route beneath the Scheme avoiding the St Brides Road bridge.

A new footpath would be provided across the B4245/A4810 junction for a length of 390 metres to avoid pedestrians needing to cross the roundabout.

At the proposed new B4245 junction with the motorway, cycling and pedestrian friendly infrastructure would be provided on verges alongside the existing carriageway to give safe routes through the new roundabouts between Rogiet, Magor and Undy.

Junctions

The new B4245/M48/M4 connection at Junction 23 would reduce traffic through Magor and improve accessibility, including to Severn Tunnel Junction railway station. To the north of Magor, the reclassified M4 would pass through the existing Junction 23A on the same line and level.

Intermediate junctions at Glan Llyn and Docks Way would connect into existing roads at the A4810 and A48, serving Newport and its development sites, and Newport Docks.

A junction at Castleton would connect the route to the existing M4 between Newport and Cardiff.

Side roads

The Scheme includes maintaining connectivity of the majority of the side roads which are crossed by the line of the new motorway using new bridges either over or under the motorway. The exceptions are Pound Hill Lane at Castleton and Green Lane near Dyffryn which are both proposed to be stopped up with access provided via adjacent crossings. Consultations have taken place with the Local Authorities and other stakeholders in order to reach agreement on the design of the side roads.

Croesfan Afon Wysg

Byddai'r bont newydd ar draws Afon Wysg a Dociau Casnewydd yn bont ceblau â phrif rychwant o 440m (strwythur tebyg i Ail Groesfan Hafren).

Byddai gan Groesfan Afon Wysg draphontydd ar y ffyrdd dynesu at y prif rychwant sy'n golygu mai cyfanswm hyd y groesfan fyddai 2.1km. Byddai cliriad yn galluogi llongau i fynd o dan y groesfan, gyda chliriad o 25.5m o leiaf uchlaw lefel (dwlunio) dŵr y dociau, sef 7.56m Uwchlaw Datwm Ordans. Dros Afon Wysg, darperid cliriad o 32.0m o leiaf uwchlaw Lefel Cymedr Penllanw Gorllanw, sef 6.49m Uwchlaw Datwm Ordans.

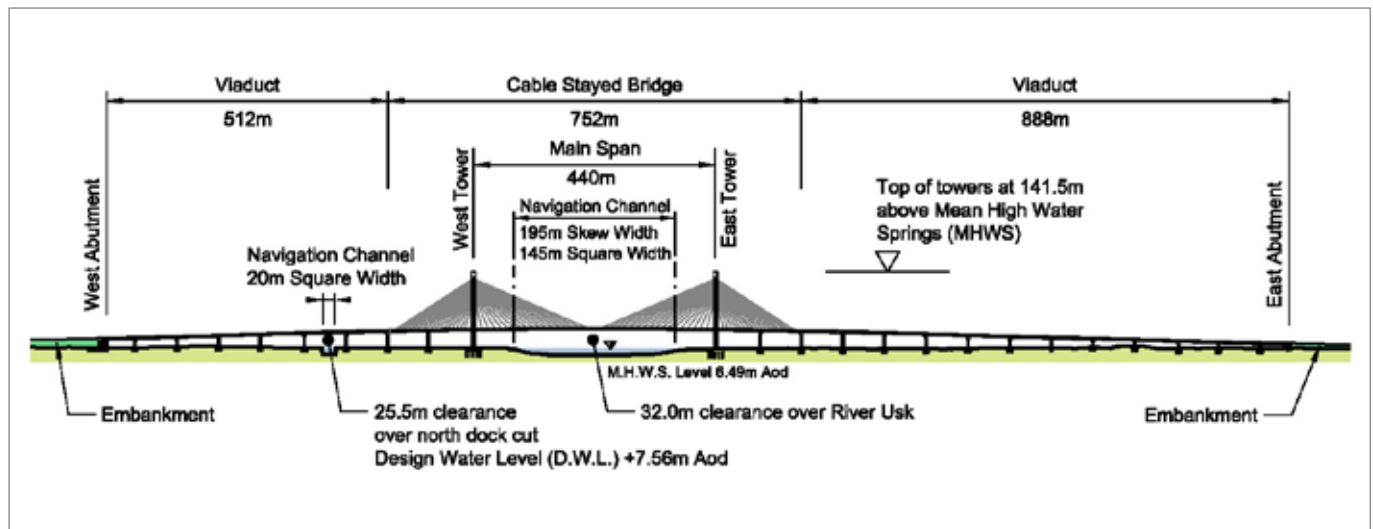
Er mwyn helpu i ddiogelu'r amgylchedd, câi sylfeini'r bont ceblau eu lleoli y tu allan i lefel cymedr penllanw Afon Wysg. Byddai'r sylfaen orllewinol yn gyfan gwbl y tu allan i Ardal Cadwraeth Arbennig (ACA) Afon Wysg ond câi'r sylfaen ddwyreiniol ei hadeiladu o fewn ffin yr ACA er y byddai'n dal y tu allan i lefel cymedr penllanw.

River Usk Crossing

The new bridge across the River Usk and Newport Docks would be a 440m main span cable-stayed bridge (a similar type of structure to the Second Severn Crossing).

The River Usk Crossing would have viaducts on the approaches to the main span providing and overall length of 2.1km. Clearance would allow for the passage of ships, with a minimum clearance of 25.5m above the docks (design) water level of 7.56m Above Ordnance Datum (AOD). Over the River Usk, a minimum clearance of 32.0m would be provided above Mean High Water Springs Level of 6.49m AOD.

To help protect the environment, the cable-stayed bridge foundations would be located outside the River Usk mean high water level. The west foundation would be wholly outside the River Usk Special Area of Conservation (SAC) whilst the east foundation would be constructed within the SAC boundary but still outside of the mean high water level.



Croesfan Arfaethedig yr Afon Wysg gweddllun

Proposed River Usk bridge elevation

Strwythurau eraill

Byddai angen 35 o bontydd newydd ar hyd y Cynllun. Lle y bo'n bosibl, mae strwythurau sy'n bodoli eisoes wedi cael eu cadw a'u hymestyn neu eu haddasu er mwyn darparu ar gyfer y Cynllun. Câi'r rhan fwyaf o'r strwythurau eu darparu er mwyn ei gwneud

Other structures

There would be thirty five new bridges required along the length of the Scheme. Where possible, existing structures have been retained and extended or modified to accommodate the Scheme. The majority of

yn bosibl i'r draffordd newydd fynd dros neu o dan ffyrdd ymyl. Strwythurau nodedig eraill fyddai:

- Dwy groesfan reilffordd dros Brif Linell Reilffordd De Cymru yn Dyffryn a Llandefenni.
- Dwy bont droed yng Nghas-bach (yn lle pont droed sy'n bodoli eisoes), ac yn Dyffryn, er mwyn cynnal llwybr cerdded a seiclo sy'n bodoli eisoes.
- Byddai pont fawr yn cario'r draffordd newydd dros Afon Ebwy.

Câi depo cynnal a chadw traffyrdd newydd ei adeiladu ger Cyffordd newydd Glan Llyn. Byddai'n cynnwys garej, ysgubor halen, swyddfeydd a lleiniau caled ar gyfer parcio cerbydau cynnal a chadw a lleoedd parcio i staff swyddfa ac ymwelwyr.

Dŵr, draeniau a llifogydd

Darperid systemau draenio ffyrdd drwy gyfuniad o systemau pibellau, sianeli wedi'u leinio â glaswellt a sianeli congrid, a fyddai'n gollwng i ardaloedd trin dŵr, pob un â chorsle cysylltiedig. Byddai'r ardaloedd trin dŵr yn gwanhau ac yn trin y dŵr wyneb a gasglwyd gan sicrhau bod ansawdd y dŵr yn dderbyniol cyn ei ollwng ar gyfradd dderbyniol i gyrsgiau dŵr sy'n bodoli eisoes.

the structures would be provided to enable the new motorway to pass over or under side roads. Other notable structures would be:

- Two railway crossings over the South Wales Mainline railway at Duffryn and Llandeenny.
- Two footbridges at Castleton (to replace an existing footbridge), and at Duffryn, to maintain an existing pedestrian and cycle route.
- A major bridge would carry the new motorway over the River Ebbw.

A new motorway maintenance depot would be constructed close to the new Glan Llyn Junction. This would include a garage, salt barn, offices and hardstanding areas for the parking of maintenance vehicles and car parking for office staff operatives and visitors.

Water, drainage and flooding

Road drainage would be provided through a combination of piped systems, grass-lined channels and concrete channels, which would discharge into water treatment areas, each with an associated reed bed. These water treatment areas would attenuate and treat the collected surface water prior to discharging at an acceptable water rate and quality, into existing watercourses.



Pontydd cyffordd arfaethedig Glan Llyn

Proposed Glan Llyn junction bridges

Darperid croesfannau cwlfer neu bontydd ffos ddraenio ar gyfer pob prif ffos ddraenio er mwyn cynnal cysylltedd â'r system ffosydd draenio. Darperid ffosydd draenio newydd neu ffosydd newydd mewn caeau mewn ardaloedd lle y câi ffosydd draenio a ffosydd sy'n bodoli eisoes eu hynysu gan y draffordd newydd. Datblygwyd y ffosydd draenio a'r ffosydd mewn caeau mewn ymgynghoriad â CNC er mwyn sicrhau eu bod yn gydnaws â'r dirwedd bresennol. Mae'r ffosydd draenio hyn a'r ffosydd hyn mewn caeau yn cysylltu ffosydd draenio sy'n bodoli eisoes ac, ynghyd â'r coredau sy'n gogwyddo, byddant yn helpu i wella'r ffordd y caiff dŵr ei reoli ledled Gwastadeddau Gwent.

Ar hyd Gwastadeddau Gwent byddai'r Cynllun yn defnyddio sianeli glaswelltog ar hyd ymyl y lôn gerbydau lle y bo'n bosibl. Mae'r rhain yn trin dŵr ffo o'r draffordd yn naturiol ac maent yn fwy cynaliadwy na systemau draenio confensiynol. Mae ardaloedd trin dŵr wedi'u cynllunio i fod yn gydnaws â'r dirwedd hanesyddol a byddant yn cadw dŵr yn barhaol, gan gynyddu eu budd ecolegol. Maent wedi'u datblygu i gynnwys corsleoedd i drin dŵr o'r draffordd yn naturiol cyn iddo ollwng i'r system ffosydd draenio.

Mae astudiaethau o lifogydd wedi dod i'r casgliad na fyddai adeiladu'r Cynllun yn cynyddu'r perygl o lifogydd o afonydd/ffosydd draenio yn ystod Llifogydd â Thebygolrwydd Blyneddol o 0.1% (1 mewn 1000).

Culvert crossings or reen bridges would be provided for each main reen in order to maintain connectivity within the reen system. New reens and field ditches would be provided in areas where existing reens and ditches would be cut off by the new highway. The reens and field ditches have been developed in consultation with National Resources Wales (NRW) to be in keeping with the existing landscape. These reens and field ditches connect existing reens together, and along with the proposed tilting weirs would help to improve water management across the Gwent Levels.

Along the Gwent Levels the Scheme would use grassed channels along the edge of the carriageway where possible. These treat the water runoff from the highway naturally, and are more sustainable than conventional drainage systems. Water treatment areas have been designed to be in keeping with the historical landscape, and would permanently retain water, enhancing their ecological benefit. They have been developed with reed beds to naturally treat water from the highway before it discharges into the reen system.

Flood studies have concluded that construction of the Scheme would not increase flood risk from river/reen flooding during a 0.1% (1 in 1000) Annual Event Probability event.



Y Rhwydwaith Ffosydd Ddraenio ar hyd Gwastadeddau Gwent
The Reen Network along the Gwent Levels

Mae Llywodraeth Cymru wedi ymrwymo i'r polisi o gynnal amddiffynfeydd môr i ddiogelu Gwastadeddau Gwent drwy Gynllun Rheoli Traethlin Aber Afon Hafren. Ar yr amod y caiff yr amddiffynfeydd arfordirol eu gwella yn unol â Strategaeth Rheoli Perygl Llifogydd Aber Afon Hafren, ni fydd y Cynllun yn achosi unrhyw lifogydd ac ni fydd yn cynyddu'r perygl o lifogydd yn ystod llifogydd llanwol â Thebygolrwydd Blyneddol o 0.1% (1 mewn 1000).

Amodau Tir

Cynhaliwyd arolwg ymchwiliol o'r tir i ddarparu gwybodaeth ar gyfer dyluniad y Cynllun.

Ar draws Gwastadeddau Gwent, câi'r draffordd ei hadeiladu ar arglawdd isel. Mae'r tir yn yr ardaloedd hyn yn dir meddal o ansawdd gwael a châi technegau gwella tir eu defnyddio i'w gwneud yn bosibl i'r Cynllun gael ei adeiladu.

Yng Nghas-bach a Magwyr, mae craig yn agos at wyneb y ddaear. Câi'r graig a gloddid o'r ardaloedd hyn ei defnyddio fel deunydd llenwi ar gyfer argloddiau'r draffordd.

Nid oes digon o'r deunydd sydd ei angen i adeiladu'r argloddiau. Cynigir y dylid defnyddio

The Welsh Government is committed to the policy of maintaining sea defences to the Gwent Levels through the Severn Estuary Shoreline Management Plan. Provided that improvements to the coastal defences are undertaken in line with Severn Estuary Flood Risk Management Strategy, the Scheme would remain flood free and would not increase flood risk during a 0.1% (1 in 1000) Annual Event Probability tidal event.

Ground Conditions

A ground investigation survey has been carried out to provide information for the design of the Scheme.

Across the Gwent Levels, the motorway would be constructed on a low embankment. The ground in these areas is poor quality, soft ground and ground improvement techniques would be used to enable the construction of the Scheme.

At both Castleton and Magor, there is rock close to the ground surface. The excavated rock from these areas would be used as fill material for the highway embankments.

There is a shortfall of material required to build the embankments. It is proposed to use a series of 'borrow pits' along the



Gwastadeddau Gwynllŵg

Wentlooge Levels

'pyllau benthyg' ar hyd y Cynllun, lle y cymerid deunydd i'w ddefnyddio mewn mannau eraill. Cymerid deunydd hefyd o chwareli lleol. Ar ôl i'r gwaith gael ei gwblhau, byddent yn cael eu hail-lenwi.

Mae'r ardal i'r de o Waith Dur Llanwern wedi'i defnyddio'n hanesyddol ar gyfer ddyddodion gwastraff o safle'r gwaith dur. Cynigir y dylid trin y deunydd hwn yn yr ardaloedd hyn i lefel addas i'w ddefnyddio yn arglawdd y draffordd.

Goleuadau

Ni fyddai'r rhan newydd arfaethedig o draffordd wedi'i goleuo, ar y cyfan, ac eithrio wrth gyffyrdd. Darperid goleuadau ffordd wrth y gyffordd newydd yng Nghas-bach, Cyffordd Docks Way, Cyffordd Glan Llyn, Cyffordd Magwyr a Chroesfan Afon Wysg.

Cyfleustodau Cyhoeddus

Ymgynghorwyd â holl berchenogion a gweithredwyr yr amrywiol gyflenwadau dŵr, carthffosydd, llinellau telathrebu, nwy a thrydan i ganfod sut y byddai'r Cynllun yn effeithio ar eu hoffer a rhoi cyfle iddynt gynllunio unrhyw wyriadau sydd eu hangen.

Defnydd Tir

Byddai'r rhan newydd o draffordd yn rhedeg drwy gymysgedd o dir amaethyddol, tir diwydiannol, coetir a thir preswyl, a byddai angen tua 721 hectar o dir i gyd (gan gynnwys tir dros dro ar gyfer adeiladu a mesurau lliniaru amgylcheddol). Mae hyn yn cynnwys ardaloedd o ddiddordeb amgylcheddol a hanesyddol.

Byddai'r Cynllun yn mynd dros Ddociau Casnewydd sy'n eiddo i gwmni Associated British Ports (ABP) ac a weithredir ganddo. Byddai traphontydd Croesfan Afon Wysg yn sicrhau y gellid cyrraedd gweithrediadau tir a dŵr ABP o dan y draffordd.

Byddai'r Cynllun yn effeithio ar SoDdGAau ar Wastadeddau Cil-y-coed a Gwynllŵg ac, wrth ddatblygu'r cynigion, ceisiwyd cyfyngu i'r eithaf ar yr ardal o dir sydd ei hangen. Er mwyn cadw a gwella SoDdGAau Gwastadeddau Gwent, darperid tir lliniaru fel rhan o fesurau lliniaru'r Cynllun.

Scheme, where material would be taken for use elsewhere. These would be further supplemented from local quarries. Once the works are completed, they would be refilled.

The area to the south of the Llanwern Steelworks has historically been used for waste deposits from the steelworks site. It is proposed to treat this material in these areas to a suitable level for use within the highway embankment.

Lighting

The proposed new section of motorway would generally be unlit, except at junctions. Road lighting would be provided at the new Castleton Junction, Docks Way Junction, Glan Llyn Junction the Magor Junction and the River Usk Crossing.

Public Utilities

All owners and operators of the various water mains, sewers, telecommunications, gas, and electricity lines have been consulted to establish how their equipment would be affected by the Scheme and to allow them to plan any diversions required.

Land Use

The new section of motorway would run through a mix of agricultural land, industrial land, woodland, and residential land, and would require approximately 721 hectares of land in total (including temporary land for construction and environmental mitigation). This includes areas of environmental and historical interest.

The Scheme would pass over the Newport Docks which are owned and operated by Associated British Ports (ABP). The River Usk Crossing viaducts would allow access beneath for ABP's land and water based operations.

The Scheme would have effects upon SSSI sites on both the Caldicot and Wentlooge Levels and the development of the proposals has sought to minimise the area of land required. To conserve and enhance the Gwent Levels SSIs, mitigation land would be provided as part of the Scheme mitigation measures.

Darperir tir cyfnewid ar gyfer darnau bach o dir comin a rhandiroedd y byddai eu hangen.

Byddai angen dymchwel 12 o adeiladau preswyl o ganlyniad i'r Cynllun, y mae pump ohonynt eisoes ym mherchenogaeth Llywodraeth Cymru, gan gynnwys un Adeilad Rhestredig Gradd II, sef y Ficerdy ym Magwyr.

Adeiladu

Os bydd Gweinidogion Cymru yn penderfynu mynd ymlaen â'r Cynllun, y bwriad yw y byddai'r gwaith o'i adeiladu yn dechrau yn ystod gwanwyn 2018 a byddai'r rhan newydd o'r draffordd yn agor yn ystod hydref 2021 a chât'r gwaith ailddosbarth. ar draffordd bresennol yr M4 ei gwblhau yn ystod hydref 2022. Fodd bynnag, gall dyddiadau wedi'u rhaglennu a chyfnodau adeiladu newid gan ddibynnu ar ffactorau megis y gweithdrefnau statudol, y dyddiad dechrau gwirioneddol, y tywydd ac amodau peiranyddol annisgwyl a geir ar y safle.

Ar ôl y cam adeiladu, byddai cyfnod o bum mlynedd o ôl-ofal tirlunio, fel rhan o fesurau lliniaru'r Cynllun.

Mae Cynllun Rheoli Amgylcheddol Cyn Adeiladu wedi'i ddatblygu. Mae'n nodi'r ffordd y caiff y gwahanol weithgareddau adeiladu eu rheoli i gydymffurfio â'r ddeddfwriaeth amgylcheddol berthnasol ac arfer gorau

Exchange land would be provided for small areas of common land and allotments that would be required.

Twelve residential buildings would require demolition as a result of the Scheme, five of which are already in Welsh Government ownership, including one Grade II Listed Building namely the Vicarage in Magor.

Construction

If the Welsh Ministers decide to proceed with the Scheme, it would be intended to start construction in spring 2018 and the new section of motorway would open in autumn 2021 and the reclassification works to the existing M4 would be complete in autumn 2022. However, programmed dates and construction periods may be subject to change depending on factors such as the statutory procedures, actual start date, weather conditions and unforeseen engineering conditions experienced on site.

Following on from the construction phase, there would be a five-year landscape aftercare period, as part of the environmental mitigation of the Scheme.

A Pre-Construction Environmental Management Plan has been developed. This sets out the means by which the various construction activities would be managed



Darlun Croesfan arfaethedig yr Afon Wysg

Illustration of the proposed River Usk crossing



Y Cynllun arfaethedig i'r gorllewin o Fagwyr

Proposed Scheme on west side of Magor

er mwyn lleihau'r effeithiau ar drigolion lleol. Mae'n cynnwys mesurau i ddiogelu'r amgylchedd dŵr ac adnoddau presennol, megis hawliau tramwy, a lleihau effeithiau sŵn, effeithiau ar ansawdd aer ac effeithiau ecolegol.

Câi'r prif fynedfeydd i'r safle eu lleoli yn neupen y Cynllun, ger y cyffyrdd presennol a ger lleoliad Cyffordd Docks Way yn y dyfodol. Byddai Cynllun Rheoli Traffig y safle yn cyfyngu ar y defnydd y gellir ei wneud o'r rhwydwaith ffyrdd lleol.

Byddai gweithgareddau adeiladu cynnar yn cynnwys mesurau diogelu ecolegol, compowndiau safle, mynediad a pharatoi ffyrdd cludo. Byddai gweithrediadau cloddwaith mawr yn dechrau yn ystod y gwanwyn cyntaf.

Mae rheoli traffig yn ystyriaeth hollbwysig er mwyn sicrhau diogelwch y gweithlu a'r cyhoedd. Byddai traffig adeiladu yn osgoi defnyddio traffordd bresennol yr M4 a'r rhwydwaith ffyrdd lleol lle y bo'n bosibl. Fodd bynnag, byddai angen rhai gwyriadau ffordd

to comply with the relevant environmental legislation and best practice to minimise efforts on local residents. It includes measures to protect the water environment and existing resources, such as rights of way, and to reduce noise, air quality and ecological impacts.

Main site accesses would be located at each end of the Scheme, near the existing junctions and at the location of the future Docks Way Junction. Use of local road network would be restricted by the site Traffic Management Plan.

Early construction activities would include ecological protection measures, site compounds, access and haul road preparation. Large scale earthworks operations would commence in the first spring.

Management of traffic is a key consideration to ensure the safety of the workforce and the public. Construction traffic would avoid the use of the existing M4 and local road network where possible. However, some road diversions would be required during the construction of the Scheme, varying in

yn ystod cam adeiladu'r Cynllun, a fyddai'n amrywio o ychydig oriau i sawl mis. Y nod yw cynnal cymaint o'r llwybrau presennol â phosibl a dim ond defnyddio llwybrau amgen pan fo gwir angen gwneud hynny er mwyn gwneud y gwaith adeiladu. Fel arfer, câi traffig drwedd ar lwybr presennol yr M4 ei gyfyngu i dair lôn heb lain argyfwng i bob cyfeiriad wrth rannau'r cyffyrdd.

Darperir tri math o gompowndiau wrth adeiladu'n rhan newydd o'r draffordd, sef:

- Prif gompownd;
- Swyddfeydd adrannau.
- Is-gompowndiau.

At hynny, byddai angen strwythurau dros dro megis pontydd a chroesfannau ffosydd draenio er mwyn hwyluso'r gwaith adeiladu.

Y bwriad yw y câi'r prif gompownd ei sefydlu i'r de o Imperial Park ger yr A48 yng Nghoedcernyw. Byddai gan y prif gompownd le i tua 100 o staff a byddai'n darparu lleoedd parcio, cyfleusterau swyddfa a lles, cyfleusterau i storio peiriannau dros nos, storfeydd offer bach a deunyddiau ac ardaloedd rheoli traffig.

duration from a few hours to a number of months. The aim is to maintain existing routes as much as possible and only to implement alternatives when absolutely necessary to construct the works. Typically through-traffic would be restricted on the existing M4 to 3 lanes without emergency shoulder in each direction at the junctions sections

Three types of compounds would be provided during the construction of the new section of motorway:

- Main compound;
- Section offices; and
- Satellite compounds.

In addition, temporary structures such as bridges and reen crossings would be required to facilitate the construction works.

It is intended that the main compound would be established to the south of Imperial Park close to the A48 at Coedkernew. The main compound would accommodate approximately 100 staff and would provide car parking, office and welfare facilities, overnight plant storage, small tool and material stores and areas for traffic management.

Mae'r amcangyfrif o gostau'r rhan newydd o'r draffordd yn seiliedig ar brisiau yn Chwarter 4 2015 ac nid yw'n cynnwys TAW na chwyddiant.

Elfen	Amcangyfrif (£ miliwn)
Gwaith rhagarweiniol gan gynnwys Rheoli Traffig	£212m
Gwaith ffordd	£268m
Strwythurau	£291m
Gwaith tirlunio a gwaith amgylcheddol	£45m
Risg y contractwr	£41m
Cyfanswm y costau adeiladu	£857m
Gwaith gan eraill	£38m
Costau Tir ac lawndal	£92m
Y risg sy'n gysylltiedig â'r prosiect, gan gynnwys y duedd i fod yn optimistaidd	£106m
Amcangyfrif o gost y prosiect, heb gynnwys TAW na chwyddiant	£1,093m

Tabl 1: Amcangyfrif o'r Gost

Parheir i reoli costau drwy gydol y gwaith o ddatblygu'r Cynllun er mwyn nodi arbedion cost a helpu i sicrhau gwerth am arian.

Amcangyfrif costau'r gweithdrefnau statudol, gan gynnwys Ymchwiliad Lleol Cyhoeddus posibl a gwaith cysylltiol, yw £22 miliwn.

Byddai'r prosiect yn cael ei ariannu drwy gyfuniad o fenthyciadau gan Lywodraeth y DU a chyllidebau Trafnidiaeth Llywodraeth Cymru.

Rhagwelir y byddai tri chwarter o gostau'r prosiect yn cael eu gwario yn y gadwyn gyflenwi yng Nghymru, gyda'r gweddill yn cael eu gwario ar gynhyrchion a gwasanaethau arbenigol nad ydynt ar gael yn lleol ar hyn o bryd.

The cost estimate for the project is based upon Quarter 4 2015 prices and excludes VAT and inflation.

Component	Estimate (£ millions)
Preliminaries including Traffic Management	£212m
Roadworks	£268m
Structures	£291m
Landscaping and environmental works	£45m
Contractor's risk	£41m
Total construction cost	£857m
Works by others	£38m
Land and Compensation costs	£92m
Project risk, including optimism bias	£106m
Project estimate, excluding VAT and inflation	£1,093m

Table 1: Cost Estimate

Costs would continue to be managed throughout Scheme development to identify cost savings and help ensure value for money.

The cost estimate of the statutory procedures, including potential Public Local Inquiry and associated work, is £22 million.

The project would be funded through a combination of UK Government borrowing and Welsh Government Transport budgets.

It is anticipated that three quarters of the costs of the project would be spent with the Welsh supply chain, with the remainder being spent on specialist products and services not currently available locally.

Datblygwyd model traffig gan ddefnyddio gwaith cyfrif traffig, cyfweiliadau wrth ymyl y ffordd a data ffonau symudol. Defnyddir y model hwn i ystyried sut y byddai rhwydwaith priffyrdd de-ddwyrain Cymru yn gweithredu gyda'r cynllun a hebddo, pan fyddai'r darn newydd o ffordd ar agor ac yn y tymor hwy.

Dengys y gwaith modelu traffig y byddai'r rhan newydd o draffordd yn cymryd tua hanner yr holl draffig a'r rhan fwyaf o Gerbydau Nwyddau Trwm o lwybr presennol yr M4 i'r rhan newydd o'r draffordd. Byddai llwybr presennol yr M4 yn parhau i gludo traffig sy'n teithio i'r gogledd o Gasnewydd, er enghraifft i'r A4042 a'r A449.

Ar y cyfan rhagwelir y caiff rhwng 45 a 48% o gerbydau eu trosglwyddo o draffordd bresennol yr M4 o amgylch Casnewydd (gyda'r ganran hon yn codi i 60% drwy'r twnnel am fod llai o symud lleol drwyddo). Mae canran y cerbydau nwyddau trwm a gaiff eu trosglwyddo i'r rhan newydd o draffordd ger y twnnel oddeutu 75%.

Cyhoeddir rhagor o wybodaeth am ragamcanion traffig mewn Adroddiad Rhagamcanu Traffig a chyflwynir rhagor o fanylion am y ffordd y mae'r model traffig wedi'i ddatblygu ac wedi'i brofi yn y Model Lleol.

A traffic model has been developed using traffic count, road side interview and mobile phone data. This model is used to consider how the south east Wales highway network would operate with and without the Scheme, both when the new section of road would be open and in the longer term future.

The traffic modelling shows that the new section of motorway would take about half of all traffic and most of the Heavy Goods Vehicles (HGVs) from the existing M4 to the new section of motorway. The existing M4 would continue to carry traffic connecting north of Newport, such as to the A4042 and A449.

Total vehicle transfer from the existing M4 around Newport is generally anticipated to be 45-48% (rising to 60% through the tunnel because there is less local movement through the tunnel). The level of HGV traffic transfer at the tunnel is expected to be about 75%.

Further information on traffic forecasts is published in a Traffic Forecasting Report and more detail on how the traffic model has been developed and tested is presented in the Local Model.

Aseswyd perfformiad economaidd y Cynllun drwy gymharu costau'r Cynllun â'r buddiannau a gyflawnir. Mae'r costau yn cynnwys y costau adeiladu a'r costau cynnal a chadw yn y dyfodol. Ymhlith y buddiannau a ystyriwyd mae arbed amser teithio, costau gweithredu cerbydau a newidiadau mewn costau damweiniau.

Mae arfarniad economaidd wedi nodi bod buddiannau economaidd y Cynllun yn fwy na'r costau, felly mae'r Cynllun yn cynnig gwerth da am arian.

The economic performance of the Scheme has been assessed by comparing the costs of the Scheme with the benefits that would be achieved. The costs include both the construction costs and the future maintenance costs. The benefits considered include journey time savings, vehicle operating costs and changes in accident costs.

Economic appraisal has indicated that the economic benefits of the Scheme exceed the costs, such that the Scheme represents value for money.

	Canlyniadau	
	Buddiannau Trafnidiaeth	Buddiannau Trafnidiaeth a Buddiannau Economaidd Ehangach
Gwerth Presennol Buddiannau (£m)	1,938	2,767
Gwerth Presennol Costau (£m)	976	976
Gwerth Net Presennol (£m)	957	1,791
Cymhareb Cost a Budd	1.98	2.83

Tabl 2: Perfformiad Economiadd

	Results	
	Transport Benefits	Transport Benefits and Wider Economic Benefits
Present Value of Benefits, PVB (£m)	1,938	2,767
Present Value of Costs, PVC (£m)	976	976
Net Present Value, NPV (£m)	957	1,791
Benefit-to-Cost Ratio, BCR	1.98	2.83

Table 2: Economic Performance

Dylid nodi bod y buddiannau trafnidiaeth a aseswyd yn gonfensiynol yn tanamcangyfrif effaith lawn y Cynllun. Bydd adeiladu cynllun o'r fath yn cael effeithiau economaidd yn ei rinwedd ei hun, ac er bod effeithiau'r cynllun ar gyflogaeth yn rhai dros dro, disgwylir i'r buddsoddiad mewn hyfforddiant sy'n gysylltiedig â'r cynllun gael effaith barhaol ar y sector adeiladu yn y rhanbarth.

At hynny, yn ystod y cam gweithredu, disgwylir i'r Cynllun leihau costau cludiant i fusnesau a galluogi mwy o bobl i fanteisio ar gyfleoedd cyflogaeth drwy wella amserau teithio a'i gwneud yn haws iddynt gyrraedd safleoedd cyflogaeth allweddol.

Bydd y cynllun hefyd yn sicrhau bod amserau teithio yn fwy dibynadwy ac yn lleihau costau oedi a achosir gan ddigwyddiadau traffig. Yn gyffredinol, disgwylir i'r Cynllun wella canfyddiadau o Dde Cymru fel lle i ymweld ag ef a gwneud busnes ac ysgogi buddsoddiad newydd.

Wrth ystyried buddiannau economaidd ehangach, disgwylir i fuddiannau'r Cynllun fod yn drech na'r costau, yn ôl cymhareb o bron dri i un.

It should be noted that the conventionally assessed transport benefits underestimate the total impact of the Scheme. The construction of a scheme of this nature would have economic impacts in its own right, and whilst employment effects of the scheme are temporary, the investment in training associated with the scheme is expected to have a lasting impact on the construction sector in the region.

In addition, during the operational phase, the Scheme is expected to result in reduced transport costs for businesses and increased access to employment opportunities by improving journey times and improved access to key employment sites.

The scheme would also result in improved journey time reliability and would reduce the costs of delays due to traffic incidents. Overall, the Scheme is expected to improve perceptions of South Wales as a place to visit and do business, and stimulate new investment.

When taking into account wider economic benefits, the benefits of the Scheme are expected to outweigh the costs by a ratio of almost three to one.



Darlun o Groesfan Arfaethedig yr Afyn Wysg

Illustration of the proposed River Usk Crossing

Gall unrhyw un wrthwynebu neu gefnogi'r Gorchmynion drafft neu awgrymu dewisiadau amgen iddynt, neu gynnig sylwadau ar y Datganiad Amgylcheddol a/neu'r Datganiad i Lywio Asesiad Priodol.

Wedyn bydd Gweinidogion Cymru yn ystyried yr ymatebion ac yn penderfynu a ddylid cynnal Ymchwiliad Lleol Cyhoeddus, lle y byddai Arolygydd annibynnol yn ystyried y dystiolaeth a gwneud argymhelliad. Byddai Gweinidogion Cymru wedyn yn penderfynu a ddylid dechrau adeiladu'r Cynllun. Gallai'r gwaith ddechrau yn 2018, gyda'r rhan newydd o draffordd yn agor yn 2021.

Nodir rhaglen Llywodraeth Cymru isod:

Any person or organisation can object, support or suggest alternatives to the draft Orders, or comment on the Environmental Statement and/or the Statement to Inform an Appropriate Assessment.

Welsh Ministers will then consider responses and decide whether to hold a Public Local Inquiry, where an independent Inspector would consider the evidence and make a recommendation. Welsh Ministers would then decide whether to begin construction. Work could start in 2018, with the new section of motorway open in 2021.

The Welsh Government's programme is:

Gweithgaredd	Dyddiad Allweddol	Beth mae hyn yn ei olygu
Cyhoeddi'r Gorchmynion Drafft, y Datganiad Amgylcheddol a gwybodaeth ategol arall	Mawrth 2016	Gall unrhyw un wrthwynebu neu gefnogi'r Gorchmynion drafft neu awgrymu dewisiadau amgen iddynt, neu gynnig sylwadau ar y Datganiad Amgylcheddol a/neu'r Datganiad i Lywio Asesiad Priodol. Dylid anfon pob ymateb i gyrraedd Llywodraeth Cymru cyn 4 Mai 2016.
Gweinidogion Cymru yn penderfynu a ddylid cynnal Ymchwiliad Lleol Cyhoeddus	Haf 2016	Byddai Gweinidogion Cymru yn ystyried unrhyw ymatebion ac wedyn yn penderfynu a ddylid cynnal Ymchwiliad Lleol Cyhoeddus
Ymchwiliad Lleol Cyhoeddu.	Hydref 2016	Byddai Arolygydd Annibynnol yn ystyried y dystiolaeth ac yn gwneud argymhelliad i Weinidogion Cymru
Byddai Gweinidogion Cymru yn penderfynu a ddylid gwneud y Gorchmynion Statudol	Hydref/Gaeaf 2017	Yn dibynnu ar ganlyniad yr Ymchwiliad Lleol Cyhoeddus, byddai Gweinidogion Cymru yn penderfynu a ddylid gwneud y Gorchmynion Statudol a bwrw ati i adeiladu'r Cynllun
Dechrau adeiladu	Gwanwy 2018	Byddai gwaith yn dechrau ar adeiladu'r rhan newydd o'r draffordd
Rhan newydd o'r draffordd yn agor	Hydref 2021	Byddai'r rhan newydd o'r draffordd yn agor i'r cyhoedd a byddai'r gwaith o ailddosbarthu llwybr presennol yr M4 yn dechrau
Cwblhau'r gwaith ailddosbarthu	Hydref 2022	Cwblhau'r gwaith o ailddosbarthu traffordd bresennol yr M4 yn gefnffordd

Tabl 3: Llinell Amser y cynllun

Activity	Key Date	What this means
Publication of Draft Orders, Environmental Statement and other supporting information	March 2016	Any person or organisation can object, support or suggest alternatives to the draft Orders, or comment on the Environmental Statement and/or the Statement to Inform an Appropriate Assessment. All responses should be sent to arrive at the Welsh Government no later than the 4th May 2016.
Welsh Minister's decision whether to hold a Public Local Inquiry	Summer 2016	The Welsh Ministers would consider any responses and then decide whether to hold a Public Local Inquiry
Public Local Inquiry	Autumn 2016	An independent Inspector would consider the evidence and make a recommendation to the Welsh Ministers
Welsh Ministers would decide whether to make the Statutory Orders	Autumn/ Winter 2017	Depending on the outcome of the Public Local Inquiry, the Welsh Ministers would decide whether to make the statutory Orders and to go ahead with the construction of the Scheme
Commence construction	Spring 2018	Works to build the new section of motorway would start
New section of motorway open	Autumn 2021	The new section of motorway would open to the public and works to reclassify the existing M4 route would start
Completion of reclassification works	Autumn 2022	Completion of reclassification of existing M4 to a trunk road

Table 3: Scheme Timeline

Rhagor o wybodaeth

Ceir copïau o'r Gorchmynion drafft, y Datganiad Amgylcheddol a'r wybodaeth ategol yn ystod oriau swyddfa arferol yn y lleoliadau isod:

- Y Gangen Gorchmynion, Trafnidiaeth, Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth, Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ.
- Cyngor Dinas Casnewydd, Y Ganolfan Ddinesig, Godfrey Road, Casnewydd, NP20 4UR.
- Cyngor Sir Fynwy, Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA.
- Cyngor Sir Fynwy, Tŷ Arloesi, Parc Busnes Cymru 1, Magwyr, Sir Fynwy, NP26 3DG.
- Llyfrgell Ganolog Casnewydd, Sgwâr John Frost, Casnewydd, NP20 1PA.

Gellir gweld yr holl ddogfennau a gwybodaeth sydd ar gael ar wefan ein prosiect www.gov.wales/m4newport.

Eich Barn

Gall unrhyw un wrthwynebu neu gefnogi'r Gorchmynion drafft neu awgrymu dewisiadau amgen iddynt, neu gynnig sylwadau ar y Datganiad Amgylcheddol a/neu'r Datganiad i Lywio Asesiad Priodol. Dylid anfon pob ymateb i gyrraedd Llywodraeth Cymru cyn 4 Mai 2016.

Y Gangen Gorchmynion

Trafnidiaeth

Adran yr Economi, Gwyddoniaeth a Trafnidiaeth

**Llywodraeth Cymru,
Parc Cathays,
Caerdydd CF10 3NQ**

Further Information

Copies of the draft Orders, Environmental Statement and supporting information are available during normal office hours at the locations below:

- Orders Branch, Transport, Department of Economy Science and Transport, Welsh Government, Cathays Park, Cardiff, CF10 3NQ.
- Newport City Council, Civic Centre, Godfrey Road, Newport, NP20 4UR.
- Monmouthshire County Council, County Hall, Rhadyr, Usk, NP15 1GA.
- Monmouthshire County Council, Innovation House, Wales 1 Business Park, Magor, Monmouthshire, NP26 3DG.
- Newport Central Library, John Frost Square, Newport, NP20 1PA.

All available documents and information can also be viewed on our project website www.gov.wales/m4newport

Your Views

Any person or organisation can object, support or suggest alternatives to the draft Orders, or comment on the Environmental Statement and/or the Statement to Inform an Appropriate Assessment. All responses should be sent to arrive at the Welsh Government no later than the 4th May 2016.

Orders Branch

Transport

Department for Economy, Science and Transport

**Welsh Government,
Cathays Park,
Cardiff CF10 3NQ**

