

# M4 Corridor Enhancement Measures Programme: Castleton to Magor



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

## Drop-in Exhibitions Transcribed Report of All comments Received

25 – 27<sup>th</sup> January, 2<sup>nd</sup> February

### Introduction to the report

This report provides information about:

- The **exhibitions** themselves – where and when were they, who was invited and who attended, and what people thought of them
- The **context** to the M4 Corridor Enhancement Measures Programme and the process initiated by the Welsh Assembly Government of listening to people's views to help shape the M4 Corridor Enhancement Measures Programme: Castleton to Magor
- **What people have said** about
  - travel related **problems** identified by the Welsh Assembly Government within the M4 corridor: Castleton to Magor,
  - the **goals** the Welsh Assembly Government should be trying to achieve to overcome these problems, and
  - the overarching **aims** of the Programme should be.

### The report has seven sections:

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Sections 3 – 7 are the word for word transcriptions of comments given on feedback forms (both at the exhibitions and by post), from the flip charts and map at the exhibition and in other ways (eg writing in, verbal comments).

No editing has been done. Where writing could not be understood, we have indicated this with a question mark (?). We have placed all comments on each problem, goal and aim together. In addition, we have grouped comments that indicate general agreement with the problem, goal or aim as described by WAG, and have grouped those where the participant indicated that on balance they did not agree with WAG's description of a particular problem, goal or aim.

### What next?

The Welsh Assembly Government and its team will consider this report to review and refresh its view of the travel related Problems needing to be addressed in the M4 Corridor: Magor to Castleton area, as well as the Goals and Aims of the proposals to be developed to address these problems over the next years, until 2020. The Welsh Assembly Government and its team will also be considering the views offered by participants at workshops held during February and March – representatives of

public, private and third sector organizations as well as elected representatives – during the review and reappraisal of problems, goals and aims for the M4 Corridor EM Programme. You will be able to access the reports from the workshops too, on the Welsh Assembly Government website (see below for details).

Between now and the Autumn 2011 the team will continue to talk to people with an interest in the issues highlighted here in order to develop new possible measures that can achieve the goals set within the timeframe of the Programme. There will be an opportunity for everyone to comment again when some detailed, possible proposals have been drawn up. This is likely to be towards the end of this year.

Over the coming months, the Welsh Assembly Government will be continuing the dialogue with people to shape the M4 Corridor Enhancement Measures Programme. The website (see link below) will be updated regularly with any significant developments.

This full report is available on the website

<http://wales.gov.uk/topics/transport/roads/schemes/ewsouth/m4mctcip/?skip=1&lang=en>

All reports, together with any other updates, will be published here too.

You may also ask for a paper copy of this full report to be sent to you. A summary report of the exhibition and public meeting will be sent to those who attended the exhibition and left their contact details.

## 1. Summary

The Welsh Assembly Government thanks everyone who came to the drop-in exhibitions to find out more about the M4 Corridor Enhancement Measures Programme: Magor to Castleton. The time participants spent reflecting on the material presented, and giving feedback has provided many tens of pages of useful views and comments, which will feed into the plans for the programme in the next stage of its development.

### Who came to the Drop-in exhibitions?

Nearly 90 people came, of whom about half came to the exhibition in Magor; others came to exhibitions in Newport City Centre, Lliswerry and Duffryn. On average people spent 45 minutes reading, talking to the team and other people and writing their comments.

### Why did the Welsh Assembly Government run them?

The Welsh Assembly Government is engaging with people who live and work along this stretch of the M4, in the first place to hear what they see as the main problems on this transport corridor and to hear what people think the Welsh Assembly Government should be trying to achieve.

The comments received at the exhibitions are now being studied to help ensure that any possible solutions, or measures, proposed by the Welsh Assembly Government within the scope of the programme, address as far as is possible the travel related problems experienced in the M4 corridor: Castleton to Magor, and help achieve the goals set.

### How did participants rate the drop-in exhibitions?

9 out of 10 people attending the exhibitions indicated they found it easy to give their views. Some comments indicated that the exhibitions had not been advertised widely enough – greater publicity would have enabled more people to give their views.

Two thirds of participants said just the right amount of material was presented at the exhibitions. A third of participants indicated they would have like to see more information. Of these, a number of people said they would have liked more technical information and evidence to have been presented; others that they would have liked to comment on possible solutions. One person commented: "*there was more than I had expected*".

Everyone who commented said that the material presented was quite easy or very easy to understand.

### Participants' views in summary

The comments received suggest that the Welsh Assembly Government have identified the most significant traffic related problems within the M4 Corridor: Castleton to Magor.

A small minority of participants expressed the opinion that the problems identified by the Welsh Assembly Government are too general, and not all are unique to this stretch of the M4 corridor; rather, they are problems common to transport corridors around UK cities.

Participants gave detailed descriptions of several specific local problems. Several of these specific problems were raised repeatedly, e.g. problems with J23A, problems with J28, the Brynglas tunnels are a bottleneck, planning (of different types) by Welsh Assembly Government and the local authorities is not joined-up enough; there is not enough investment in public transport and walking and cycling.

### Participants' views on the problems:

Of the 14 problems presented by the Welsh Assembly Government, those attracting most comment and most responses expressing agreement relate to:

- difficulties **maintaining adequate traffic flows on the M4** at times of **temporary disruption**,
- the design of the **M4** results in **regular congestion at peak times**,
- that both these problems (above) **will worsen in the future**,
- WAG's aim for an **improved gateway into Wales** is not currently met by the M4 corridor.

Also agreeing with the problem expressed overall, but with fewer numbers of responses, participants indicated their concern about:

- **pollution** and **greenhouse gas emissions** problems, resulting from slow-moving traffic and congestion on the M4, and
- Essential major **maintenance** over the next five – ten years leading to lane and speed restrictions adding to congestion problems

There was a less clear response from participants about whether an increasing risk of disruption due to **extreme weather events** within the corridor is a problem. About half those who commented, said they had not experienced problems caused by flooding on the M4, suggested this problem is not significant compared to other causes of disruption, and stated *“All road and rail systems are at risk of disruption due to extreme weather events. This is not a problem specific to the M4”*.

Your views on whether **noise** is a serious problem varied and at least two causes of problem noise were identified: motorway traffic, and maintenance and improvement works at night. Many people said they did not experience any problems resulting from traffic noise on the M4.

#### **Additional problems described by participants:**

- There are **specific problem areas** and **times**, and there is a knock-on effect of congestion on the motorway resulting in problems on local roads e.g. *“the bottleneck is the Brynglas tunnels, not the motorways leading to and from them”*; *“Congestion at J28 is a problem – it affects both M4 and SDR traffic flows”*.
- **Bus and Rail alternatives** to this stretch of the M4 are **inadequate** and expensive
- **Mixed use** of the motorway by **local and long distance traffic** is a problem, e.g. *“M4 is being used for cross town commuting”*; *“The M4 at Newport is a convenient cross town road and attracts excess traffic which makes the temporary disruption found on all the motorway even worse”*.
- **Through traffic using local roads** is a problem, especially during times of congestion and / or temporary disruption on the M4.  
There were suggestions that these last two problems are linked to *“inadequate infrastructure in Newport”* or *“no alternative to the M4”*.
- In addition to congestion on the M4, a lack of effective alternatives, including other modes of transport and the effect of the **Toll** crossing at the Severn Bridge were linked to the **hampering aspirations** for a better **gateway into Wales**.

#### **Participants’ views on the Goals to be achieved:**

Of the 12 Goals identified by the Welsh Assembly Government, most comments participants made, expressing broad support were about:

- making best use of the **existing M4** and **local road network**,
- **promoting more effective use of alternatives to the M4**, including other parts of the transport network and other modes of transport for local journeys around Newport
- making it **quicker and easier** to travel E-W in South Wales
- increasing the level of **choice for journeys**, in the corridor: Magor to Castleton, and
- making journey times in the corridor **more reliable**
- goals to **reduce greenhouse gas emissions** levels per journey and to **reduce pollution** were widely supported

#### **Additional Goals described by participants:**

- **Improve traffic management**, especially following incidents. A number of people suggested seamless traffic management integrating the motorway and wider travel network should be strived for, and this would lead to measures like *“better signage of problems before motorway entry so alternative route could be selected”*.
- Positively **encourage people** to use forms of transport **other than their car**
- **Change attitudes and behaviour** so we increasingly make more sustainable travel choices. Your suggestions included *“Raise awareness of alternatives to the car, or of deciding not to make single journeys”*; *“greater investment in public transport”* ; *“make greater use of capacity on rail”* and *“convincing people to use public transport”*.
- Develop a transport plan for the M4 corridor: Castleton to Magor which is **part of unified local and national plan**.

#### **Aims:**

Having asked participants for the views on problems and goals to be achieved, they were asked to consider the bigger picture, by giving their comments on the Social, Economic and Environmental Aims identified for the M4 Corridor Enhancement Measures Programme.

While there was broad agreement expressed with all three aims, the aims relating to environmental and economic outcomes attracted most responses. Some said encouraging economic prosperity across SE Wales by delivering a more efficient transport network was their top priority. In response to this aim, others suggested that there are “*other ways of investing to support and encourage prosperity in Newport*”.

Participants responded to the invitation to suggest Aims for the longer term, for 2020 and beyond, not by offering longer term aims, but by suggesting possible solutions, “*built for the future*” e.g. “*high-speed rail link: London: Swansea*”; “*improve CO2 emissions from cars*”; “*new road built on top of barrage (think outside the box!)*”; “*light-rail Severn Tunnel Junction – Cardiff Airport*”.

**What additional messages did participants send the Welsh Assembly Government about the M4 Corridor Enhancement Measures Programme?**

Many participants responded to questions about the problems they experienced or to goals by offering specific solutions to problems. Many also used the final comment section to offer several, or more commonly, their one preferred solution. Overall, a very wide range of solutions were suggested by participants at the exhibitions. These will be considered during the next phase of the work, and are not described further here.

A number of participants indicated a real sense of urgency about finding solutions to the problems being experienced.

Several people said they hoped and expected the views gathered at the exhibitions would be listened to by the Welsh Assembly Government, and indicated their interest in commenting further on possible solutions, or measures, when these are presented.

## 2. The Exhibitions

### Why did the Welsh Assembly Government run them?

The Welsh Assembly Government are looking at how travel on and around the M4 between Magor and Castleton can be improved over the next 10 years and they want to know what local people think the problems are on and around this stretch of the M4 and what we should be trying to achieve. The comments received at the drop ins will contribute to WAG's development of possible solutions and are now being analysed.

### Where were the exhibitions?

We organised 4 exhibitions. The exhibitions were all the same and were open from 12pm – 7pm. They were held at:

- **Newport City Centre**, on Tuesday 25th January 2011 at Rodney Hall, Newport Gwent Dragons Rugby Ground, Rodney Road, Newport NP19 0UU
- **Lliswerry**, on Wednesday 26th January 2011 at East Newport Community Centre, 95 Moorland Park, NP19 4NB
- **Magor**, on Thursday 27th January 2011 at Ebenezer Baptist Church, The Square, Magor, Monmouthshire, NP26 3HY
- And at **Duffryn**, on Wednesday 2nd Feb 2011 at Duffryn High School, Lighthouse Road, Newport NP10 8YD

### How did people hear about the exhibitions?

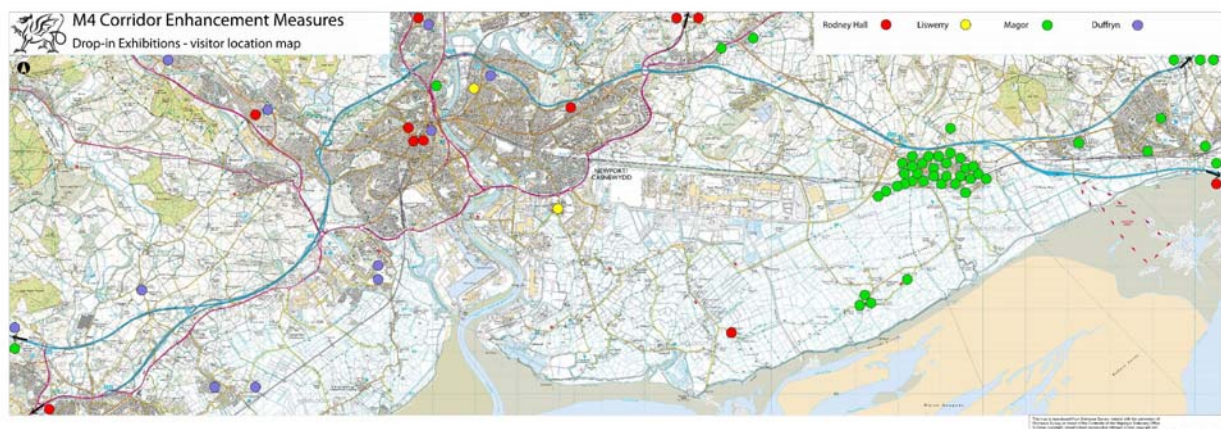
We sent invitations to local elected representatives and social, business and environmental groups whose members we think could have an interest in travel related issues between Magor and Castleton. We also displayed posters in local libraries, community centres, Newport University Campus and other public places. The events were advertised on the Welsh Assembly Government website and on Newport CC website business pages. Press releases were sent to local media.

### Who came to the Drop-in events?

88 people signed-in to the drop-ins came, of which about half this number came to the exhibition in Magor.

A very significant proportion of the people attending were not in fact people who had heard about the exhibitions through the organisations we had invited. Many were people living in and around Newport who experience some form of travel related problems in and around the M4 corridor: Magor to Castleton in their home, leisure and /or work lives.

The maps below indicate where people attending the drop-ins came from.



## **What did people do at the Exhibitions?**

In each of the halls, the exhibition was displayed on several panels. People coming in were welcomed and asked to indicate on a map where they lived (see above) , they were also invited to sign in if they would like to receive a report following the end of the exhibitions. Most people did this. Where people came in pairs or more, if only one person signed-in, we noted the number in each group, so that our count of how many people attended would be as accurate as possible.

We gave everyone participating an overview of what was at the exhibition and what was there was for them to do. We guided people through the first few panels, so that they understood their visit was mostly about them giving us their views. Of course there were also technical people on hand to answer any questions that participants might have that were relevant to the M4 Corridor Enhancement Measures Programme.

People were asked to give their views on flip chart panels on the boards, so that they could also read and if the wished, respond to the views of others.

We also provided people with the option of feed-back forms, containing identical information and prompt questions to those on the panels. Some people also took away the feedback forms and addressed freepost envelopes so that they could respond at their leisure, or take a form to friends, relatives or colleagues. We did not receive any completed forms by post.

The panels and all materials were bilingual, and members of the staff at the exhibitions were Welsh-speaking.

The first panels were all about the story of how the M4 Corridor Enhancement Measures Programme was begun and broadly speaking, what it is set to do. This is reproduced in section two of this report. The other sections of the report transcribe faithfully and completely the views of people attending the exhibitions, in their own words,

On average people spent 45 minutes reading, talking to the team and other people and writing their comments.



### 3. Background information on the M4 Corridor Enhancement Measures displayed at the exhibitions

#### Improving travel on and around the M4 between Magor and Castleton: **What's this all about?**

The M4 Motorway between Magor and Castleton falls well short of modern motorway design standards, in relation to capacity and safety.

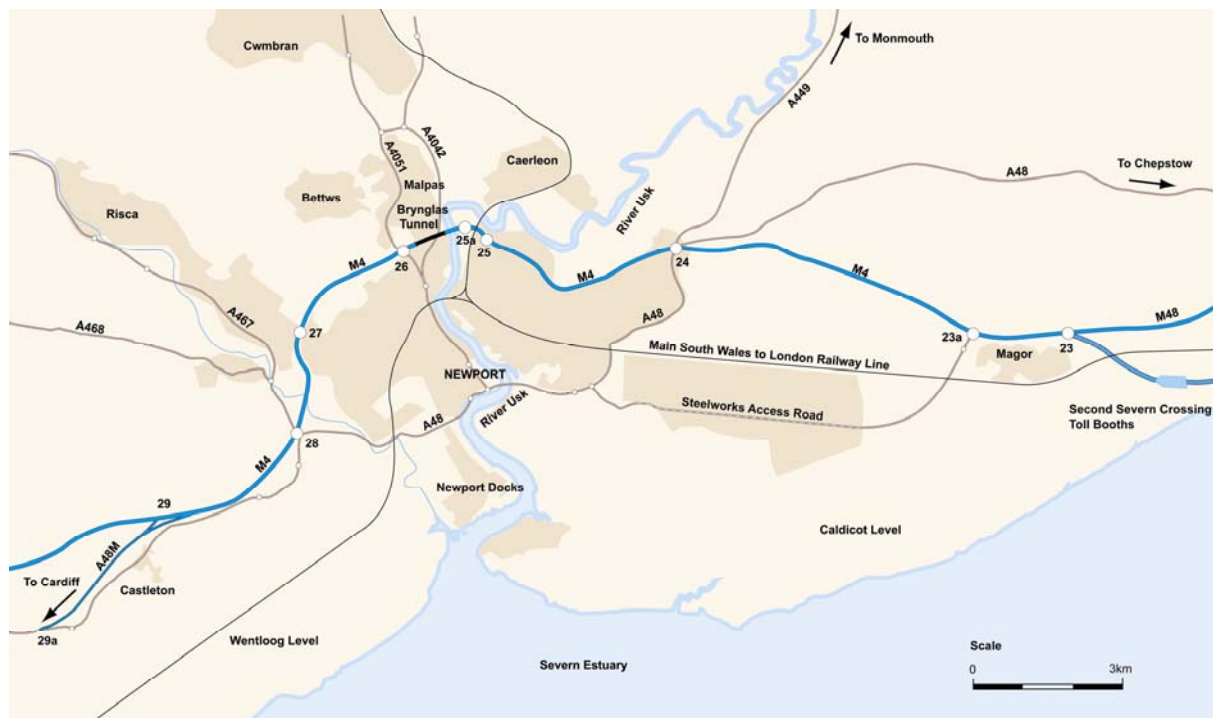
Problems with congestion and unreliable journey times have been a fact of life on the M4 around Newport for many years.

These issues are worse at times of peak travel and, as the number of users on the network increase, are set to worsen.

A detailed study of the problems of the transport system in SE Wales measured these and other significant failings.

The idea of a relief motorway was explored but, in July 2009, the Welsh Assembly Government announced that this option was no longer affordable.

So, as a part of South East Wales' transport strategy, the M4 Magor to Castleton, Corridor Enhancement Measures Programme (M4 CEM) was set up to explore ways of making improvements to the M4 and the immediately surrounding area, known as the M4 corridor.



The M4 Corridor: Magor to Castleton

#### **What's been done already to make improvements?**

To make the M4 safer for users, some sections of steel central barriers have been replaced with concrete central barriers.

To ease congestion, improvements have been made to the roundabout at Junction 24 at Coldra. The Welsh Assembly Government has purchased the road through Llanwern steel works in order to create a link between Junction 23a and the Southern Distributor Road.

#### **What is happening on the motorway now – current works**

To improve traffic flow and safety on the M4 between Coldra and Tredegar Park a Variable Speed System has been installed and is now being commissioned. Traffic Officers have been deployed to help reinforce these safety and efficiency measures. In addition, further sections of steel central barriers are being replaced with concrete central barriers.



## Overall aims of the M4 Corridor Enhancement Measures Programme

**Social:** to make it easier for people to reach services such as shops, hospitals, leisure service and places of work, by road, public transport, walking or cycling.

**Economic:** to support and encourage prosperity in the region and across Wales by delivering a more efficient transport network on this important economic gateway to South Wales

**Environmental:** to prevent and reduce negative effects of the M4 Corridor Enhancement Measures programme on people and the environment and, where practicable, provide improvements to balance against them.

## Who is the Welsh Assembly Government talking to about all this?

Over the next year the Welsh Assembly Government will be seeking the views of a wide range of people and organisations with an interest in travel on the M4, including the general public. We especially want to hear from people who are most affected, for example because they live or work close by the motorway.

These drop-in events are the first stage of this listening process.

## How will my comments help?

The Welsh Assembly Government will be reviewing all comments on problems and goals we receive from you and others. We shall use these to help shape some possible practical measures to improve the situation within the M4 corridor. Later on this year, you will have an opportunity to tell us what you think of these possible measures.

## How can I stay informed?

You can visit [www.wales.gov.uk/transport](http://www.wales.gov.uk/transport) - the latest information will be published there  
You can also give us your details today to receive a report of these drop-ins and to be kept informed about new developments and further opportunities to help shape the next stage of the programme

#### 4. Travel related Problems within the M4 Corridor: Castleton to Magor

Those attending the exhibition were asked to consider the problems identified by the Welsh Assembly Government and indicate their views by:

- ✓ adding a tick to the problems identified by the Welsh Assembly Government that they agree needs to be tackled, or
- ✗ putting a cross against any which they do not think are problems, and
- ✍ adding any explanatory comments – why the participant agrees or disagrees with what is stated, or by suggesting an amendment to the problem identified
- ✍ At the end of the section, participants were invited to tell us what additional problems should be tackled by the M4 Corridor Enhancement Measures Programme

The tables in the following sections, record in full participants' responses to each problem presented by the Welsh Assembly Government. We have grouped together comments where the author indicated with a tick her / his agreement, or a cross to express they do not consider the problem exists, they do not experience the problem, or they think the problem is different to that expressed.

The number of ticks or crosses refer to the total number of ticks or crosses awarded by participants at each venue with respect to the problem identified by the Welsh Assembly Government.

The negative scores (crosses) are a little misleading as a number of the comments imply that the participant intended the opposite.

<b>Problem 1. Difficulties maintaining adequate traffic flows on the M4 at times of temporary disruption</b>	
<b>Newport City Centre</b>	
✓ (5)	Following an incident motorway signs should give prior warning of delays at or before Severn Bridge crossing going west.
	Diversion signs along M4 appear too late and do not offer alternative route, e.g. leave at next junction to avoid queue.
	Agree when disruption.
	The M4 at Newport is a convenient cross town road and attracts excess traffic which makes the temporary disruption found on all the motorway even worse.
	This is a major problem and work needs to be undertaken as soon as possible.
	Look to technology systems to advise/divert/control traffic.
<b>Llisbury</b>	
✓ (3)	Also causes severe disruption/congestion on the Newport SDR when M4 closes.
	Alternative route(s) required.
	Making sure that all accidents and congestion cleared very quickly.
<b>Magor</b>	
✓ (31)	Frustrations caused by reduced speed signs, when there is no visual evidence of a reason.
	Use variable speed system to increase speed at quiet times above 50mph.
	50mph limit imposed for years on end with little or no work taking place.
	No signs at Magor to stop you going onto M4. No help by police in Newport if diverted off at Coldra.
	Also weekend holiday traffic into/out of Wales.
	Provide dedicated teams/equipment to clear accidents quickly – use of modern technology to record essential information.
	Allow 60mph in outer lane of roadworks whilst keeping 50mph on inner lane encouraging drivers to overtake properly and maintain flow.
	Accidents./motorway closure causes severe disruption to Newport – practically “shuts down” whole city.
	Too much traffic congestion on M4.
	Improved traffic control. This could be incorporated into variable speed control system, which should be extended around known problem areas.
	More traffic lanes.
	Strict enforcement of speed limits.
	Traffic diverted off at 23A along B4245 to Langstone, causing traffic chaos for local residents along B4245.
<b>Duffryn</b>	

✓	Yes. Why? Close M4 for long periods during accidents, clear more quickly.
(9)	Congestion at J28 is prime cause of traffic congestion because it affects both M4 and SDR traffic flows. Could be reduced by better access at East Cardiff M48 access. Some merit in variable speed limits.
	Any problem in Brynglas tunnels brings the M4 to a halt. We need an alternative diversion.
	Emergency services need to clear accidents quickly.
	Strategic use of whole South Wales Trunk Road network.
	Problem 2 makes this worse – lack of emergency plan.

<b>Newport City Centre</b>	
✗	There is no alternative to the M4 that does not cause Newport to grind to a halt causing economic tragedy.
(3)	I don't mind waiting in traffic to get through the Brynglas Tunnels (it's quicker than getting off M4).
	I am not sure that this problem is not exaggerated by those who think that the rest of the network is not subject to it.
<b>Magor</b>	
✗	This happens on all motorways – not peculiar to M4.
(2)	No worse than any other 3 lane motorway.
<b>Duffryn</b>	
✗	Should be helped by 50mph speed limit?
(1)	

**Problem 2.** A greater volume of traffic uses the M4 around Newport than it was designed to accommodate, resulting in regular congestion at peak times.

<b>Newport City Centre</b>	
✓	Seems to be getting worse.
(5)	Stems from M4 being used for cross town commuting.
	Designed during last war.
	That would be true of most motorways. In Newport it is even worse.
	M4 J23 – J29 is a major bottleneck in comparison with the sections to east and west.
<b>Llisbury</b>	
✓	Southern Relief Road/motorway required. Atmospheric pollution may be causing significant health problems.
(2)	Need new route around Newport.
<b>Magor</b>	
✓	Caused by Brynglas Tunnels mainly.
(26)	
	Take out some of the junctions – used by locals as a local road.
	Removal of some roundabouts on SDR would make it an attractive alternative.
	SDR comes out before J28, causes congestion at Pont Ebbw roundabout.
	Put off ramp off M48 at Caldicot.
	Not enough lanes on M4, ie should be 4 lanes (x 2)
	Above and during night work – HGV disrupt residents sleep!
	Too many intersections between 24 and Tredegar Park.
	Too many local journeys due to inadequate infrastructure in Newport.
	If it were all 3 lane it would be OK. The tunnel is the problem.
	Stop the lane hogging.
	Make the SDR flow better as an alternative route.
<b>Duffryn</b>	
✓	Yes
(8)	
	Both alternative flows east-west rely on J28 where they meet, it does not matter which alternative you take, you will have to use J28.
	Totally agree.
	Totally agree – sort it.
	Brynglas Tunnels major constraint.
	Population growth has been out of control, causing this.

**Newport**

✘ (3)	A "new" M4 should still be built! You will only do the same to Newport's overloads, eg SDR. Wait to see what the variable speed limit achieves.
Duffryn	
✘ (1)	A problem in most cities.

**Problem 3.** Traffic levels are forecast to continue to increase, therefore problems 1 and 2 will worsen over time.

Newport	
✓ (5)	An unappealing scenario.
	Need to find ways of taking traffic off motorway, e.g. Park & Ride for those for Cardiff and Newport.
	Current improvements will help but they are not a long-term solution.
	It is happened for the past 30 years and we should recognise that it will continue.
Lliswerry	
✓ (2)	Yes, urgent need for relief routes
	Yes
Magor	
✓ (26)	Agree.
	Improve public services (rail/bus)
	Agree – but cost of petrol may make people think about journeys.
	Railway halt adjacent to Magor or Undy Community Hall (adjacent to rail, parking already there!)
	Public transport should be improved.
	Re-introduce railway stations at Magor.
	Develop park & Ride at Severn Tunnel junction, future Magor station reopening (rail).
	A Park & Ride near the Coldra would ease pressure on Junctions 25 – 26 (x 2)
	Better public transport. Yes, and subsidized.
	Agree x 3
	Agree and new residential development in and around Langstone will increase local traffic.
	Improve public transport, especially trains.
	Agree, but solution needs to bypass tunnels.
	Stop the lane-hogging – make drivers use the outer lanes properly.
	Upgrade the SDR – it is ideally suited as an alternative route.
Duffryn	
✓ (7)	More young people have cars.
	Not necessarily due to petrol costs increasing.
	I agree public transport is not accessible to all, or reliable. Or cost effective.
	Yes!

Newport	
✘ (3)	Faltering economy and saturation must reduce this somewhat.
	The SDR is not the answer. It is meant for distributing goods, etc, to parts of Newport, especially SE and SW connections.
	Do something to stop it growing – challenge the way people think – and also be concerned about what life will be like when oil prices rise hugely as supplies become exhausted.
Duffryn	
✘ (2)	Agree comments on increase in fuel duty.
	Cost of running vehicles will go up so high vehicles on road will reduce in numbers.

**Problem 4.** The existing transport network acts as a constraint to economic growth.

Newport	
✓	? Is there any evidence for this stated problem – it may be an urban myth.

(3)	? Not true. There is anyway a basic problem of geography – Wales is too far west.
	Yes, but the most constraining factor here is the Severn Bridge toll.
	Agreed.
	? Major constraint is bridge tolls! If M4 “blocked” all Newport roads before gridlocked – a major put off to all. SDR won’t solve this!
	Do away with the Severn Bridge tolls.
<b>Llswerry</b>	
✓ (2)	Yes! West Wales/Ireland routes cut off at times.
	Yes “But” bridge toll needs to go
<b>Magor</b>	
✓ (11)	Traffic over bridge and from M50 all go through Newport – better way to Cardiff?
	Trains/local and City – City.
	Agree.
	SWIMM, a south-east Wales networking organisation, all our members continually canvas for road improvement, as Brynglas Tunnels act as a no-no to development to the west.
	Better bus/coach services (e.g. Express to Cardiff).
	Greater use of rail – an underused asset – freight interchange terminal.
	Electrification of rail will help but bridge tolls remain a disincentive.
<b>Duffryn</b>	
✓ (7)	Agree plus Severn Bridge tolls.
	Wales needs a much better transport network.
	Yes.
	HGVs need to be given priority on the motorway.
	Congestion particularly at tunnels, reliability of journey times.

<b>Newport</b>	
✗ (1)	What is the evidence?
<b>Magor</b>	
✗ (1)	Use railways.
<b>Duffryn</b>	
✗ (2)	Don’t agree – cost of bridge too expensive!

<b>Problem 5.</b> The M4 requires essential major maintenance within the next 5-10 years.	
<b>Newport</b>	
✓ (7)	It’s got to be done – better off improving roads we have than creating more roads.
	Absolutely!
	See what happened when A40/A48 road works near Gloucester – must have an alternative.
	This shows why we need a relief road.
	Relief measures via Newport SDR, etc., are needed.
	This will be intolerable unless relief measures are in place.
	Then build the “New” M4 instead.
<b>Llswerry</b>	
✓ (1)	Continue to work at night when possible.
<b>Magor</b>	
✓ (19)	Agree.
	The M4 between Magor and Tredegar seems to be under constant repair.

	Busy motorways need constant attention, thus more effort to promote and improve rail.
	Matrix signs often show wrong information.
	Improved traffic control as in "problem 1". The new road would not be completed in this timescale.
	More lane required.
	Better traffic management needed for diverted traffic – reduce use of B4245, particularly at peak times and during night!
	There is no adequate alternative route to take diverted traffic during road closures.
	? Not clear where the maintenance is, the Cardiff – Newport – Coldra has been done
<b>Duffryn</b>	
✓ (6)	Carry out work at night.
	Major road works always cause problem.
	Staged works and contraflow now that 3 lanes are in use.
	Limited diversion options, night working.

<b>Magor</b>	
✗ (1)	Doesn't this happen on all motorways?
<b>Duffryn</b>	
✗ (2)	Not if carried out at night as now.
	Why hasn't it been done now when 3 lanes improvement.

<b>Problem 6.</b> HGVs cope badly with congestion as they take longer to get going again once they've stopped.	
<b>Newport</b>	
✓ (4)	They have a job to do!
	I don't think banning HGVs is a realistic option.
	The statement is factually correct – why are comments sought?
	I agree with this statement. (above)
	? Unsure this is a legitimate excuse.
<b>Llswerry</b>	
✓ (1)	Time restrictions/lane restrictions for HGVs?
<b>Magor</b>	
✓ (9)	Agree and off street parking that ensues with adherence to legal driving requirements (hours)
	Supermarket lorries – need to look at successful Daventry – Glasgow service/rail containers – extend to south Wales.
	Restrict HGVs to inside lane near the Brynglas tunnels
	HGVs often tailgate cars running at 50mph
	We need supplies.
	So keep traffic flowing!
	Agree and they shouldn't be diverted through residential areas B4245!
	Trains
	Keep HGV to Lane 1.
<b>Duffryn</b>	
✓ (6)	Yes.
	Agree, separate inside lane only in bad weather.
	I do agree but we need HGVs for delivery.
	A great waste of energy!
	Major problem is constraints on the M4, HGVs minor issue.

<b>Newport</b>
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✖	This statement is incorrect and liable to challenge by logistics and haulage industries.
(2)	Not sure it's that simple.
<b>Magor</b>	
✖	Not a significant issue.
(2)	
	Disagree that this is a particular problem. It is the same for all motorways.
<b>Duffryn</b>	
✖	Motorway shouldn't be congested to start with.
(2)	
	Too many speeding drivers.



<b>Problem 7.</b> The congested, slow moving traffic on the motorway around Newport adds to air pollution problems.	
<b>Newport</b>	
✓ (7)	Only solved if number of cars/lorries are reduced. Use Park & Ride for those that want the centres.
	Agree – M4 Relief Road would resolve!
	Agree.
	? But does that mean building more road space is the answer? Why not suggest trying something else?
<b>Llswerry</b>	
✓ (2)	How many deaths in Newport?
	Polluted gardens and allotments – wildlife effects?
<b>Magor</b>	
✓ (21)	Surveys conclude our area is well below average “Clean air” levels x 2
	But extra roads will also cause air pollution.
	Need to resolve problem of congestion/HGVs through Magor (M48 junction needed) x 2
	As does queuing at the bridge tolls
	Definitely.
	Agree.
	? Don't know what impact on air quality it would have, if cars move more quickly.
	Questionable: is it not so for all bypasses? (referring to above)
	Agree.
	Agree also.
<b>Duffryn</b>	
✓ (9)	Yes.
	Agree.
	It can only get worse.
	Not a given but important anyway
	Yes, variable speed limit should help, but impact likely to be limited.

<b>Newport</b>	
✗ (1)	So all you'll do is put it nearer residents like you have with “tunnel relief” road (Never was Malpas Road Relief – we were conned!)

<b>Problem 8.</b> Stop-start traffic movement on the M4 results in greater greenhouse gas emissions than free-flowing traffic.	
<b>Newport</b>	
✓ (9)	That is exactly what will happen on the SDR. Currently it is a pleasure to use at non-peak times (I don't drive peak – I avoid).
<b>Llswerry</b>	
✓ (1)	Definitely - congestion = pollution/CO <sub>2</sub> .
<b>Magor</b>	
✓ (16)	Yes.
	? What evidence is there to support this?
	Don't know.
	Agreed.
	Also increases risk of accidents.
<b>Duffryn</b>	
✓ (8)	Yes.
	Agree but should improve 3 lane system.

	Again it will only get worse.
	Fuel waste is important too.
	Yes, variable speed limit should help, but impact likely to be limited.

**Problem 9.** The road and rail transport system in and around the M4 corridor is at risk of disruption due to extreme weather events (for example flooding).

#### Newport

✓ (5)	Invest in greater resilience for rail network, e.g. capacity on diversionary routes.
	? More than anywhere else?
	Road is affected more in bad weather but flooding still stop everything.
	Yes, but so it is everywhere.
	Winter planning required! Gritting/snow removal.
	? Use rail more, especially in/out Newport Docks when loading/unloading ships. Plan proper snow clearance so when you shut M4 tunnel to de-ice the other roads are useable.
	Then plan for such events in advance.

#### Magor

✓ (7)	There is no road/rail transport system – it is historical accident.
	Is there evidence of this historically – I am not aware this is a problem.
	Problem associated with most transport corridors. Flooding might pose a future problem for some lower parts.
	Surely the above problem has never occurred.
	Stuck in snow recently – traffic reports were useless.
	True – any plans in place?
	Agree – Environment Agency map parts as blue.
	What rail and road transport – there isn't one.
	Particularly if flood from breach of sea wall.
	Rail less at risk than road and less liable to accidents.
	? M4 only between closed twice in last 30 years due to weather, but Severn Bridges have been closed at least twice in last year due to ice on supports.
	Probably not. No significant problems, since we moved in 20 years ago. Road is above flood plain.

#### Duffryn

✓ (5)	Yes, and traffic congestion.
	If weather in winter continues to worsen.
	Yes and due to police closing road for hours after traffic incidents.
	To a point – delays are much more considerable.
	? All road and rail systems are at risk of disruption due to extreme weather events. This is not a problem specific to M4.
	This is quite generic.

#### Magor

✗ (8)	This happens everywhere in times of bad weather.
	When has M4 been flooded?
	Only in the Severn Tunnel..
	Not a problem.

#### Duffryn

✗ (2)	Very minor disruption.
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<b>Problem 10.</b> Traffic noise from the motorway is a problem for local residents.	
<b>Newport</b>	
✓ (1)	Certainly on Christchurch Hill it is.
	? Traffic noise from alternative will be near more residents. An M4 "out at sea" will disturb less people.
<b>Magor</b>	
✓ (14)	Yes – and fumes.
	Yes x 2
	I live close to M4 and particularly noisy in certain wind directions.
	Fencing along motorway – need t have (x 3).
	Better screening required – diversions on A48 not B4245.
	Screen motorway near Langley Close.
	Noise on B4245 diverted traffic is a big issue.
	When trees are planted as green sound baffles, within a few years they are cut down. Therefore no sound baffle.
<b>Duffryn</b>	
✓ (4)	Agree.
	? Will CEM result in noise reduction?

<b>Newport</b>	
✗ (2)	Not really.
	Live Christchurch Road – do not have a problem unless they are working on M4 late at night.
<b>Llswerry</b>	
✗	Not really.
<b>Duffryn</b>	
✗ (4)	Sound barriers with average sound.
	Not a huge problem.
	Depends how near.

<b>Problem 11.</b> WAG's aim for an improved gateway into Wales is not currently met by the M4 corridor.	
<b>Newport</b>	
✓ (8)	An improved gateway will also include rail electrification from London to Swansea, and greater investment in public transport with Park & Ride facilities at Severn Tunnel junction and Llanwern
	Agree with both comments above.
	Both road and rail gateways need improvement.
	? M4 corridor totally over capacity.
	Agreed – it is a poor advert.
	The current situation is a deterrent to entering Wales.
	Alternatives are not an 'advertising' gateway either = especially rail. Electrification will stop at Bristol, no doubt. Wales disadvantaged again!
	Put in something dramatic that makes residents proud and investors likely to want to stop in Newport.
<b>Llswerry</b>	
✓ (1)	Look at the motorways into Scotland 3 lanes unrestricted. Welcome to Wales – Brynglas Tunnels!
<b>Magor</b>	
✓ (29)	Agree.
	Must inhibit business/investment in area.
	Rail gateway would help (park and Ride at Severn Tunnel junction)
	Magor Station reinstatement.
	Disabled not able to use station.

	Magor station please.
	More improvements to Heads of Valleys road.
	The toll makes it worse.
	Reverse toll system – pay out – free in.
	Agree need to remove tolls, taxing business in Wales.
	But should not only rely on M4.
	Remove tolls.
	Plant more daffodils!
	Agree, but the bottleneck is the Brynglas tunnels, not the motorways leading to and from them. The solution must bypass the tunnels. Need to study and realign the roads away from the toll booths to stop the racetrack effect.
<b>Duffryn</b>	
✓ (7)	More fast buses between Newport/Bristol.
	We need a much better transport infrastructure.
	Absolutely true!
	Better pricing scales for bus services – more people may use them.
	Not with lots of roundabouts on alternative routes (SDR).
	Fewer motorway junctions would help reduce local users.
	Congestion levels, particularly at peak periods e.g. at Brynglas tunnels, not a good welcome to Wales!
	Brynglas tunnels cause problems.

<b>Magor</b>	
✗ (1)	
<b>Duffryn</b>	
✗ (2)	Bus service more than adequate and rail system good.
	Good.

**Problem 12.** The existing transport system limits what local Councils can do to develop their areas.

<b>Newport</b>	
✓ (4)	Agree with comment above ( <i>more frequent and reliable bus and train services</i> ) but it is WAG that can improve rail, Council perhaps bus.
	Certainly and Newport needs Ebbw Vale rail link.
	Local problems can only b addressed when the M4 is sorted.
	You want to hijack Newport's SDR to solve your problems – take your problem away. We are not 2 <sup>nd</sup> class citizens to Cardiff!
<b>Llswerry</b>	
<b>Magor</b>	
✓ (20)	Agreed – not a great advert to encourage new businesses.
	Junction on M48 near Caldicot Essential x 2
	Junction on B4245 at Rogiet.
	More power to the people, i.e. councils don't have enough power re: transport issues. Overruled by UK government.
	Yes, regulate commercial bus services.
	Limits development/full stop.
	Stop further development until infrastructure improves.
	? What evidence is there for this statement?
<b>Duffryn</b>	
✓ (4)	Improved rail links.
	Much could be improved, Council have to work with outmoded/overused systems.
	Yes.

	? Applies to much of trunk road network in Wales. Not specific to M4.
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<b>Newport</b>	
✘ (2)	We need more frequent and reliable bus and train services.
<b>Duffryn</b>	
✘ (2)	

<b>Problem 13.</b> The current accident rates on the M4 between Magor and Castleton are higher than average for UK motorways.	
<b>Newport</b>	
✓ (1)	? Is that a valid comparison?
	? Is this not because it is above the congestion level?
	? it wouldn't surprise me if the congestion made it so.
	? Assuming true, improvements are needed.
	"That's because of bad driving and motoring offences. Get uninsured and/or unlicensed drivers off the road. The variable speed limit might help with this.
	? Has this more to do with drivers than roads?
<b>Llswerry</b>	
✓ (1)	This road is not a motorway....
<b>Magor</b>	
✓ (8)	More lane restrictions on HGVs – they cause the majority of accidents.
	But what types of accident are they?
	Junctions, winding route, stop-start.
	People – pushing because of delays due to congestion.
	50mph whilst helps – this can be dangerous as those changing lanes to turn off cannot adjust speed as everyone is doing 50.
	Variable speed limits will help.
	Proof? Isn't the M25 and M6 much worse?
	Don't believe this – what evidence? Limited 50mph is contributory factor.
	This statement is pointless without qualification.
	Again traffic control.
	? Is this true – I have not seen any figures published.
	? Haven't seen figures – are they like for like – fatalities? Injury? Damage only? Criminal activity? (x 2)
	? Numbers, please.
	The M4 was always substandard in terms of alignment, gradients and hard shoulders.
	Is this so?
	? Has not the 50mph around Newport reduced this figure? Ask the police.
<b>Duffryn</b>	
✓ (3)	By what percentage?
	Yes.
	Since 3 lanes on M4 is it?
	Bigger problem is police closing M4 after major accidents for many hours.**
	Stats please.

<b>Newport</b>	
✘ (1)	Still better than local road rates."
<b>Duffryn</b>	

✘ (3)	I have seen no evidence that it is true.**
	Driving standards are very poor, causing accidents.
	Foreign lorries.

<b>Problem 14.</b> The current problems on the M4 between Magor and Castleton at times have a significant knock-on effect, severely disrupting travel within South Wales.	
<b>Newport</b>	
✓ (8)	But also true of many other stretches of motorway.
	Need for greater resilience.
	As shown when lad drove wrong way up motorway, closing South Wales for a day.
	Yes and not only in rush hours. It is also true of holiday weekends and the 6 Nations Rugby season.
	Agree
	Feb 4 pm will be chaos. The evening France game was, last year.
	Rugby matches on a Friday night at Millennium stadium should be banned unless buses and trains promise to run to all areas that late! Trying to go by car is stupid.
	The SDR is not the solution, especially as its maintenance/snow clearing leaves a lot to be desired.
<b>Llisbury</b>	
✓ (1)	Definitely.
<b>Magor</b>	
✓ (18)	Agree.
	Closure has devastated knock-on effects.
	More lanes needed.
	Improved entry/exit at slip roads would help
	Agreed, but (again) it's the Brynglas effect.
	Try driving past Reading in the morning or Bristol M32 in the evening!
	Look at M25.
<b>Duffryn</b>	
✓ (8)	Yes.
	Agree strongly.
	This is a huge problem.
	Yes!
	It's a bottleneck at the tunnels.

<b>Duffryn</b>	
✘ (1)	

Any additional problems here.

#### Newport

- What about i) long distance coaches between Bristol and Cardiff like the Swansea – Cardiff Greyhound services? li) Investigating potential for tram/light rail between Severn tunnel junction and Cardiff?
- Put in link from M48/B4245 to Severn Tunnel junction and make it a Park & Ride with large car park.
- Park & ride could be a horrible scar on the countryside and an inconvenient facility, many would ignore as at present!
- Timid attitude. We know the problems – get on with solving them!
- Motorways should be for longer distance traffic. Ban local connections.
- Do not ban local connections. We won't be able to reach destinations from home, this will make Newport's problems even worse. Public transport (buses – no rail) does not serve home to work route without going miles out of way and quadrupling distance, and 6 x time at least, maybe even 8 – 10 times.
- The M4 is used too much as a short cut between junctions rather than long journeys – alternative routes should be well signposted.

#### Lliswerry

- Although I have been driving for many years, I do not drive on motorway – fearful.
- Will avoid certain Newport roundabouts – Nash Road disliked.

#### Magor

- Ifton Quarry can reopen in 48 hours notice.
- A junction onto the M48 to serve Magor/Undy/Rogiet/Caldicot area would ease congestion.
- When entering M4 at Magor, there is no sign to tell you if there has been an accident.
- True – you get stuck on m4 instead of turning around the J23A roundabout.
- Lane discipline, people hogging middle lane!
- Lack of junction on M48.
- All above relevant.
- Junction at M48 essential – more matrix info at J23a would be good.
- Not enough promotion of alternatives (e.g. bus, coach, rail).
- Agree.
- WAG need to re-look at their plans (many of them) for sustainable transport – via SEWTA, public transport improvements could make a difference in lowering dependence on road.
- Reduce tolls on bridges.
- Awful train service – needs major improvement.
- Brynglas tunnels – a bottleneck during increased traffic periods. In addition, for some reason, drivers slow down when approaching tunnels!
- People are using their own version of Park & Ride – by leaving cars at J23 and J24/8, then car sharing onward on the motorway.
- Improving trains at STJ.
- Provide more (some!) Park & Ride and Park & Share facility at (say) Junctions 23A and 28.
- Insufficient local roads within and around Newport.
- Improve local bus service. At the moment no bus from Magor to Newport between 8.20am – 9.20am. So need to use car. Local buses do not link with local station at sensible time, either Severn tunnel or Newp9ort – have to walk from bus station, hard for the elderly, etc.



Flipchart comments on problems  
*All Drop-in comments compiled*

**Duffryn**

- If variable speed limit goes from 50 to 70 this will ease flow. Currently at 50mph there are 3 lane dangerous convoys.
- Should allow different speeds in lane.
- Junction 28 can be nightmare mornings and evening rush hour.
- Varied speed limits do help from one speed to another.
- Junction 28 is way too busy at rush hours making it difficult to access, also Pont Ebbw roundabout is inaccessible from Duffryn at these times due to lack of traffic lights on this one junction.
- J24 and J28 cross flow traffic caused most of the problem as it is difficult to avoid both.
- People driving too slowly relative to other traffic causes a “rolling roadblock”, causing frustration and accidents.

## 5. Goals the Welsh Assembly Government should be trying to achieve

Those attending the exhibition were asked to consider the goals the Welsh Assembly Government think should be achieved, and indicate their views by:

- ✓ adding a tick to the problems identified by the Welsh Assembly Government that they agree needs to be tackled, or
- \* putting a cross against any which they do not think are problems, and
- ✍ adding any explanatory comments – why the participant agrees or disagrees with what is stated, or by suggesting an amendment to the problem identified
- ✍ At the end of the section, participants were invited to tell us what additional problems should be tackled by the M4 Corridor Enhancement Measures Programme

The tables in the following sections, record in full participants' responses to each goal presented by the Welsh Assembly Government. We have grouped together comments where the author indicated with a tick her / his agreement, or a cross to express they do not consider the problem exists, they do not experience the problem, or they think the problem is different to that expressed.

The number of ticks or crosses refer to the total number of ticks or crosses awarded by participants at each venue with respect to the problem identified by the Welsh Assembly Government.

The negative scores (crosses) are a little misleading as a number of the comments imply that the participant intended the opposite.

<b>Goal 1.</b> Make it easier and quicker to travel East-West in South Wales	
<b>Newport</b>	
✓ (9)	But don't neglect routes to/from Gloucester and English Midlands
	Very important.
	Yes totally agree.
	Include A465 as well as M4 corridor and recon to West Wales (A40)
<b>Llisbury</b>	
✓ (2)	Definitely.
	Yes, that is "must"
<b>Magor</b>	
✓ (20)	Improve the quality of life for all business/pleasure.
	Rail! Agree
	Magor population ≈ 9000 and no rail link – ludicrous
	There is a 4 track main line from Severn Tunnel junction to Cardiff – capacity is available, clear forward thinking needed.
	And to access business markets in England.
	The new road would help achieve this.
	Brynglas Tunnel causes hold up.
	Motorways and B roads adjoining need to be considered.
	Close junctions 27 and 26.
	Main problem is caused by Brynglas Tunnels.
<b>Duffryn</b>	
✓ (8)	Should have road between Celtic Springs (LG) and Rogerstone roundabout so all traffic from Cardiff can avoid J28 and get to Rhymney Valley, Sirhowy Valley, Ebbw Vale and even Pontypool.
	Need to improve junction 28 roundabout - too small for the amount of traffic.
	Wales has always been the "poor relation".
	But high consideration must be given to North/West traffic flows, too.
	Reduce side access to motorway.
	Spend less to achieve more.

Flipchart comments on goals  
*All Drop-in comments compiled*

<b>Newport</b>	
<b>x</b> (2)	Might export jobs to Bristol area Travel needs to be reliable rather than quicker or easier. People will spend the same amount of time travelling, but if it is quicker they travel farther. Is that good for the environment or local economy?
<b>Magor</b>	
<b>x</b> (2)	Is there a problem?
<b>Duffryn</b>	
<b>x</b> (1)	

Flipchart comments on goals  
*All Drop-in comments compiled*

<b>Goal 2 .</b> Improve transport connections to England, the Republic of Ireland and the rest of Europe etc	
<b>Newport</b>	
✓ (10)	Plus better connections to Cardiff International Airport.
	Important role for long distance bus and coach services such as Traws Cambria.
	Important not only with reference to Eurostar but a Severnside Airport Newport is an ideal route centre.
	Improving access generates economic growth/
	Consider all modes – rail, air and road.
	Include English buses on our passes. We could leave the car at home more often, or not use it once we reach our destination.
<b>Llswerry</b>	
✓ (2)	Definitely.
	Well yes because more visitors will come to Wales.
<b>Magor</b>	
✓ (13)	Think rail – we have the links.
	Let's not get ahead of ourselves – this is a local issue – M4 Magor to Castleton.
	Pan-Europe route – get EU funding.
	Needed if Wales to get business opportunity.
	Agree this is a Pan European Route (E30). Why should we pay for it and suffer inconvenience?
<b>Duffryn</b>	
✓ (7)	Wales has needed a better infrastructure for over 20 years.
	Separation from local traffic would help.
	Make motorway a bypass not distributor road.
	Needs less disruption during works – lower costs.

<b>Newport</b>	
✗ (1)	
<b>Magor</b>	
✗ (2)	So Wales is just a through route to Ireland – no economic benefit to Wales. If England/Ireland want better connectivity, let them pay for it.
	No.

Flipchart comments on goals  
*All Drop-in comments compiled*

<b>Goal 3.</b> Promote more effective use of alternatives to the M4, including other parts of the transport network and other modes of transport for local journeys around Newport	
<b>Newport</b>	
✓ (15)	3 ticks – rail, bus and coach, light rail/tram should all be available.
	Coach, bus and rail could take passengers.
	This will help.
	Agreed.
	? But recognise that people prefer road travel.
	Reduce junction access.
	Integrated passes for disabled and over 60s on rail/buses. Total integrated transport at Newport station – all buses to drop/pick up at station at all times.
	Increase use of buses between junctions and have stops integrating with regular routes in/around Newport.
	Bus, rail, walking or cycling – or just planning to do things in a different way in order to reduce the need to travel by car.
	But needs joined-up travel, i.e. train to bus without walking miles inbetween.
	Agree.
<b>Lliswerry</b>	
✓ (1)	Railway electrification and improve service valley links – better bus service.
<b>Magor</b>	
✓ (21)	What alternatives?
	Suggest alternative routes via matrix boards, give estimated journey times.
	Cheaper public transport.
	There are no alternatives but a super highway, unrestricted
	Public transport
	Open station
	Rail – Bristol is centre of employment (think big)!
	Surely someone in authority can see the pattern here – Rail/make greater use of capacity on rail – more frequent trains but coupled with road improvements/bus services/integration, etc.
	Electrification of rail is vital to boost local business.
	Station in Magor.
	Greater investment in public transport.
	Better rail service – more local trains.
	Major parkway at Seven Tunnel junction with link road to M48 (x 2)
	Parkway at STJ, subsidised train fare, Park & Ride.
	Agree with all of above.
	Improve STJ and route through Corus – M48 junction at Caldicot.
	Upgrade steelworks road to 3 lane dual carriageway.
	Agree. Use steelworks road and Spytty Road to bypass Bryn Glas tunnels.
	Does not fit in with Goal 1.
	Improve bus service.
<b>Duffryn</b>	
✓ (7)	Certainly local distributor routes should be improved.
	As detailed on Goal one.
	Yes, but how? Other local roads already at saturation point.
	* Closing motorway junctions around Newport except for J24 Coldra, Malpas Road and J28 Tredegar would reduce traffic use of M4 for local use.
	Agree with above. Entry only – not exit – part time?

Flipchart comments on goals  
*All Drop-in comments compiled*

<b>Newport</b>	
✘ (1)	Reduce junction access.

<b>Goal 4. Make best possible use of the existing M4 and local road network</b>	
<b>Newport</b>	
✓ (7)	With full provision for HGVs.
	Tackle problem of short distance commuting on M4.
	Yes, but care not to make local roads for through traffic.
	Of course! But relief road is still needed.
	Yes.
	Obvious – get on with it!
	? But stop heavy lorries in residential areas and through routes. Why are very heavy vehicles still banned on M4? Why force onto our local roads? Fix it!
	Shut some slip roads. Why does Newport need too many junctions on the M4?
<b>Magor</b>	
✓ (31)	More improvement needed.
	M48 junction needed.
	M48 junction needed for Caldicot.
	There is no co-ordinated local network.
	M48
	M48 junction need east of Magor
	Link between B4245 and M48 between Caldicot and Rogiet could be Magor bypass (x 2)
	Current roads cannot cope – bypass needed.
	M48 junction for Caldicot.
	M48 junction for Caldicot long overdue!
	Could not agree more!
	M48 junction at Rogiet – would relieve both Junctions 22 and 23A.
	A junction on to M48 at about Crick would serve all commuters in area in both directions.
	Lower bridge tolls (i.e. tolls too high).
	Wrong to pay to come into Wales.
	Major issue high level of M4 crossing tolls should be decreased asap.
	Need better and cheaper, more frequent public transport.
	Take off bridge tolls.
<b>Duffryn</b>	
✓ (7)	Try to improve people's awareness of why.
	Yes, but lots of work needed.
	As above question*
	See Goal 3.

<b>Magor</b>	
✘ (1)	

<b>Goal 5. Make journey times along the M4 corridor more reliable</b>	
<b>Newport</b>	
✓	Particularly important for buses and coaches, e.g. X30 and for HGVs.

Flipchart comments on goals  
*All Drop-in comments compiled*

(8)	Difficult with present facilities.
	Combination of improvement and management.
	Of course!
	Encourage local employers to offer more flexible working arrangements so people can vary their travel to/from work times. Schools could be more flexible too, if possible.
<b>Magor</b>	
✓ (20)	Rail halt for Magor/Undy – yes.
	Speed limit should be sorted now!
	Better signage of problems before motorway entry so alternative route could be selected.
	This is so obvious, it must be one of the axioms for the consultation.
	Matrix signs. Car sharing.
	Car parks for car sharers.
	Only apply speed limit of 50mph on narrow/dangerous sections – keep 50 section to minimum.
<b>Duffryn</b>	
✓ (6)	By increasing variable speed 50/60/70mph.
	Think they have been improved.
	Not sure variable speed works. National limit should apply unless there is a problem.
	Top priority.

**Goal 6.** Increase the level of choice for all people making journeys within the transport corridor between Magor and Castleton

<b>Newport</b>	
✓ (10)	Three ticks, rail, bus and coach and tram/light rail are potential choices.
	Agree with above!
	Good idea, but will they use it!
	But don't overestimate the desire for non-road.
	Reroute buses so the car is not the only sensible choice and run <b>regularly</b> and in evening.
	Need more and better public transport links.
<b>Magor</b>	
✓ (16)	Bus and rail.
	Need a train station/Park & Ride at Magor
	Improve bus service taken up by public – but how?
	How about trains as well as buses. Yes!
	Keep HGV to Lane 1.
<b>Duffryn</b>	
✓ (7)	Enough choice with X bus.
	Goal one will remove traffic from M4.
	Improve rail communications.
	Good aim, but how?
	Agree.

<b>Magor</b>	
✗ (1)	Aim should be to reduce use of minor roads and make M4 route of choice.
<b>Duffryn</b>	
✗	



Flipchart comments on goals  
*All Drop-in comments compiled*

(1)	
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<b>Goal 7.</b> Make it easier for people to access key services as well as residential and commercial centres	
<b>Newport</b>	
✓ (10)	And access to transport hubs, e.g. railway stations, "Park & Ride", motorway services (for long distance buses and coaches such as National Express, First Greyhound and Traws Cymru).
	Important – especially if Passport Office stays in Newport.
	Don't put key services "out of town".
	Land use planning, development control, sticking to plans and longer opening hours of services.
	Need better public transport networks.
<b>Magor</b>	
✓ (13)	Improve M4/M48 access from Caldicot (need motorway junction).
	More park & ride and bus/train.
	M48 junction for Caldicot.
	Agree – at Rogiet.
	The problem is more in convincing people to use public transport than to provide it. For someone in Magor to make a quick visit to Newport, public transport is not (yet) the answer.
<b>Duffryn</b>	
✓ (7)	Goal one will enable emergency vehicles to avoid M4 when blocked. Important with new critical hospital to be built at Llanfrechfa (WDA already own land and plans at advanced state).
	New hospital should be built on Whiteheads site, Newport, not Llanfrechfa.
	Too far out of town (should be critical care hospital).
	Good aim, but again how?
	Without using motorway.
	Improve information about public transport; create an "integrated transport system".
	Agree with integrated transport system.

<b>Magor</b>	
✗ (1)	Disagree – there are too many junctions on the M4.
<b>Duffryn</b>	
✗ (1)	Not for local traffic on M4 with on/off at next exit.

Flipchart comments on goals  
*All Drop-in comments compiled*

<b>Goal 8.</b> Improve safety on the M4 between Magor and Castleton.	
<b>Newport</b>	
✓ (9)	Very important. Agree ?The new variable SL should help policing!
	Yes, by driver training not by engineering construction. The majority of collisions occur as a result of driver error – the impact is made worse by speed.
<b>Magor</b>	
✓ (15)	Speed cameras should work all the time.
	Traffic monitoring more effect.
	..... men trucks and lorries on time constraints.
	Try coning short sections of motorway off when roadworks in operation.
	Allow up to 70mph on M4 at quieter times.
	Improved traffic control (x 3)
	Traffic enforcement needed – lane control before junctions LHJ for off going traffic only – e.g. at Cwmbran turn off and extra lane.
	Where are the hard shoulders?
<b>Duffryn</b>	
✓ (6)	Seems to be less problems since 3 lanes and 50mph. Inconvenience, but worth it.
	All in favour of safety but 50mph speed limit can cause bigger problems (road rage).
	Separating local and through traffic is best way of improving safety.
<b>Magor</b>	
* (1)	Is there a great problem?
<b>Goal 9.</b> Improve air quality in areas next to the M4 around Newport	
<b>Newport</b>	
✓ (10)	Best done by a new motorway on the Levels. Get car drivers to choose not to travel.
<b>Llswerry</b>	
✓ (1)	Required for health reasons/environmental.
<b>Magor</b>	
✓ (11)	How? Chepstow cannot do it – why cannot WAG?
	Cannot see how though
	Agree – screening – vegetation? X 2 ..and a rail alternative.
	Don't know how? Electric vehicles too; too expensive
	Clearly free flow would help.
	Preventing travel would be the only way.
	How do you test air quality and how do you improve it
	Stop all car, lorries, etc!
<b>Duffryn</b>	
✓ (6)	High priority due to people's health (long term costing NHS more).
	That would be nice!
	I believe greater things higher up the list to be addressed first.

Flipchart comments on goals  
*All Drop-in comments compiled*

	Nice if we can do it.
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<b>Duffryn</b>	
✘ (1)	Very low priority.

<b>Goal 10.</b> Reduce the disturbance to people of high noise levels, from M4 traffic between Magor and Castleton	
<b>Newport</b>	
✓ (6)	Best done by a new motorway on the Levels.
<b>Llswerry</b>	
✓ (1)	Better road surface.
<b>Magor</b>	
✓ (14)	Investigate systems used in Europe.
	Fencing of motorway x 2
	Better screening reduce use of "B" roads where possible – make people want to use M4.
	Sound reducing road surface – what is the cost?
<b>Duffryn</b>	
✓ (5)	High priority (health and general well being).
	Not a huge problem 1/3 mile from J28.

<b>Duffryn</b>	
✘ (1)	Low priority.

<b>Goal 11.</b> Reduce greenhouse gas emissions per vehicle and/or person kilometre	
<b>Newport</b>	
✓ (8)	Travel by rail or bus.
	Rail, coach, bus and all electric cars for commuting runs to station etc (needs recharging facilities also at hospitals (car parks).
	Best done by engineering more efficient cars.
	Mainly by vehicle technology.
	Smooth traffic flow and vehicle developments.
	Less traffic jams need creating.
	But don't rely only on the relationship that driving faster produces fewer emissions than driving slowly. Be creative.
<b>Llswerry</b>	
✓ (1)	Keep the traffic moving.
<b>Magor</b>	
✓ (12)	Reduce holdups – yes! (x 4)
	Force people to use electric cars ?
	Make cheap electric cars
	Encourage public transport.
<b>Duffryn</b>	

Flipchart comments on goals  
*All Drop-in comments compiled*

✓ (6)	By manufacturers although people now keep vehicles longer.
	Yes.
	Work with car companies to come up with solution.
	Good idea – but how?

<b>Goal 12.</b> Improve the travel experience into South Wales along the M4 Corridor	
<b>Newport</b>	
✓ (8)	Welcoming Park & Ride sites at gateway entrance, perhaps combining best features of Cardiff East (Pentwyn) and Magor motorway services.
	Yes and indicating the treasures to be found in Newport and Cardiff.
	To improve investment in Wales.
	Lose tolls!
	We need art (like the motorways in France).
<b>Lliswerry</b>	
<b>Magor</b>	
✓ (15)	Reduce frustration/aggression/no travel/medical prescriptions
	Improve rail and bus integration (STS transport hub with link to M48)
	Tolls do not help.
	True (referring to above).
	As before – free in – pay out.
	No tolls – taxation on residency both domestic and business.
	Get rid of tolls.
	Better flow of traffic – national speed limit – at off peak hours.
	Strongly agree – this would encourage freight by night.
	What about Active Traffic Management used on M42 – control speed only when necessary.
<b>Duffryn</b>	
✓ (8)	Open up views and give points of interest.
	To bring up to 20 <sup>th</sup> century. At moment it looks dirty and unkempt.
	Wales needs to improve infrastructure to help business and visitors.
	Reliability is paramount/
	Previous goals should help achieve this.

### Any additional Goals

#### Newport

- Need positive drive to encourage use of public transport. Through tickets bus/rail and timetables that integrate.
- Please consult Newport Harbour Commissioners.
- Make people feel that particularly Newport is worth visiting.
- Provide dynamic hard shoulder running and other proven solutions now!
- Reduce car ownership and thus demand through education: car share/HOV/cycle/PT discounts.
- Improve incentives for non “gas-guzzling” cars.
- Driver training to encourage better, safer, driving that produces fewer emissions, and to raise awareness of alternatives to the car, or of deciding not to make single journeys.

#### Llisbury

- It is very expensive to travel on network into Newport – reduce it.

#### Magor

- Should look at congestion caused by Brynglas Tunnels.
- Active traffic management on M42 works well – has this been considered?
- M48 link would improve traffic congestion on B4245.
- Encourage public and goods off the roads (onto trains/rail freight) or bus/coach.
- A new junction onto the M48 to serve Magor/Undy/Rogiet/Caldicot.
- Have clear signs at entry points warning of accidents, so motorists can make a decision to avoid M4. Yes!
- What makes you think that anything affordable will be an improvement?
- Car share scheme, better control to access M4. Traffic lights on junctions.
- Yes!
- Study road use around Caldicot and M48 as that can be improved and it could ease the traffic entering M4 at Magor.
- Better link from Caldicot Eastside (Severn tunnel industrial estate) straight to M48.
- Bring business to Wales – don't tax them (tolls) for travelling in/out.
- Current HGVs use bridge to leave but come back via A48 to avoid toll, pushing traffic onto minor roads.
- Combine new M4 with Lagoon barrage.
- Take control of Severn Bridge back to ~WAG – so profits used to benefit area/used for transport improvements.
- Promote/provide more Park & Ride –and Park & Share facilities.
- Improve route from M4 J28 along west bank of River Usk to SDR.
- Park & Ride facilities on outskirts of Newport - on bus routes to Newport Centre, Cardiff, Bristol.
- Bypass the Bryn Glas Tunnels.

Flipchart comments on goals  
*All Drop-in comments compiled*

Duffryn

- An access from Junction 25 (Caerleon Road to M4 westward towards Cardiff.) (Should never have closed off in the first place). Also, keep present arrangement at this junction. Strongly agree.
- Somehow improve J28 at peak times to stop backing traffic up on SDR.
- In order to achieve local traffic separation, junction closure and improvement to SDR must be improved. Especially at western end of SDR approaching J28. A flyover at Pont Ebbw roundabout would level out unequal traffic flow and improved access to east Cardiff at the end of M48 would lower junction 28 congestion.
- Better incident management – opening barriers in event of accident/incident – contraflows to ease queues, e.g. Aston Expressway.

## 6. Aims for the M4 Corridor Enhancement Measures Programme until 2020, and for the same area, in the longer term

*Having looked in some detail at the travel related problems identified By the Welsh Assembly Government that affect the M4 Corridor: Castleton to Magor, and the goals that should be achieved to overcome one or more of these problems, participants were asked to look at the bigger picture, and comment on the overarching aims of the Programme.*

*Participants again were asked to consider the aims the Welsh Assembly Government describe for the M4 Corridor Enhancement Measures Programme until 2010, and indicate their views by:*

- ✓ adding a tick to the problems identified by WAG that they agree needs to be tackled, or
- ✗ putting a cross against any which they do not think are problems, and
- ✍ adding any explanatory comments – why the participant agrees or disagrees with what is stated, or by suggesting an amendment to the problem identified
- ✍ At the end of the section, participants were invited to tell us what additional problems should be tackled by the M4 Corridor Enhancement Measures Programme

*The tables in the following sections, record in full participants' responses to each aim presented by the Welsh Assembly Government. We have grouped together comments where the author indicated with a tick her / his agreement, or a cross to express they do not consider the problem exists, they do not experience the problem, or they think the problem is different to that expressed.*

*The number of ticks or crosses refer to the total number of ticks or crosses awarded by participants at each venue with respect to the problem identified by the Welsh Assembly Government.*

*The negative scores (crosses) are a little misleading as a number of the comments imply that the participant intended the opposite.*

*At the end of this section, participants were also asked to express any new aims they might have, which would guide longer-term solutions for Corridor area, beyond 2020.*

<b>2010-2020 Aim 1</b> Make it easier for people to reach services such as shops, hospitals, leisure service and places of work, by road, public transport, walking or cycling	
<b>Newport</b>	
✓ (8)	Important to have services and residential developments accessible by public transport and walking and cycling.
	Need to improve access by rural bus services.
	Fully agree – pity the order was not the other way, starting with walking and cycling, public transport, cars (the order shown reflects the attitude and res..... problems).
	This will be achieved by taking through traffic on new relief road.
	Improve local facilities as well as main routes.
	Only possible when M4 is sorted.
	? Make decision about Gwent Major hospital – this will have implications for travel for all patients, staff and ambulances – make decision about Newport local hospital site (if off SDR and you use it – result = chaos).
	Need public transport joined up network.
<b>Llswerry</b>	
✓ (1)	Yes – keep the through traffic separate,
<b>Magor</b>	
✓ (7)	Fully integrated public transport network (x 2)
	As above – more Park & Ride.
	Agree with all comments above.



Flipchart comments on aims  
*All Drop-in comments compiled*

	Agree above.
	The scope of this study is too limited – cannot solve E-W traffic at Newport and M4 alone.
	But give incentives to use public transport.
<b>Duffryn</b>	
✓ (6)	Agree
	I hope this happens.
	Strongly agree.
	Essential that local links are improved to reduce dependence on M4.
	Agree.

<b>Magor</b>	
✗ (1)	Why restrict yourselves to 2010 – 2020. M4 was built circa 1975 as a 2 lane motorway, widening to 3 lanes is already inadequate – take a longer view- build a viaduct across the Levels.

<b>2010-2020 Aim 2 .</b> to support and encourage prosperity in the region and across Wales by delivering a more efficient transport network on this important economic gateway to South Wales	
<b>Newport</b>	
✓ (10)	Indeed
	Agree
	Essential
	Remove toll in 2015
<b>Magor</b>	
✓ (18)	Biggest barrier to business – tolls.
	Get rid of tolls.
	Reduce/axe tolls for regular users.
	Get rid/lower tolls and improve public transport.
	Tolls and price of petrol.
<b>Duffryn</b>	
✓ (6)	Reducing cost of bridge would help.
	I hope this happens.
	Top priority.
	Very high priority.

<b>Newport</b>	
✗ (1)	There are other ways that investment could be used to support and encourage prosperity in Newport.
<b>Duffryn</b>	
✗ (1)	Too costly and not viable.

<b>2010-2020 Aim 3 .</b> to prevent and reduce negative effects of the M4 Corridor Enhancement Measures programme on people and the environment and, where practicable, provide improvements to balance against them	
<b>Newport</b>	
✓ (6)	Delete “where practicable” – too much of a “get out” clause.
	Deploy non-polluting buses and coaches.

Flipchart comments on aims  
*All Drop-in comments compiled*

	Very important!
	Practicability is important.
<b>Magor</b>	
✓ (26)	No tolls, they inhibit all travel, business and pleasure – think “Cross Border” (Gloucester, Bristol and beyond)
	If this is about M4, - where does walking and cycling come in?
	Look at improving facilities in Magor/Undy to reduce the need for travel.
	Cycle facilities at local railway stations/cycle paths to be enhanced.
	Night time closure of M4 has continued long beyond published deadline and assurances given by WAG Transport Minister.
	Ensure all land closures are fully utilised – not just limited work areas.
	Remove/cover diversion signs when not in use.
	Work on M4 is progressing at a very slow rate.

<b>Newport</b>	
✗ (2)	Don't do it – build “New” M4 instead.
	Why not make the environment better?
<b>Magor</b>	
✗ (1)	Aim at reducing each person's time spent on M4 – then they will have more time to spend walking and cycling!
<b>Duffryn</b>	
✓ (3)	Great aim – but how?

<b>Beyond 2020.</b> Your suggestions for overall aims for 2020 and beyond	
<b>Newport</b>	
	High speed rail London – Swansea
	Light rail Severn tunnel junction – Cardiff airport.
	Bus and coaches Bristol – Cardiff
	Passenger and car ferries to/from south-west England
	Electrify rail and encourage use of electric cars
	M4 Relief Road!
	M4 Relief Road!
	Adopt dynamic hard shoulder running and other proven solutions now.
	New M4 relief “out at sea”.
	By 2020 – Newport – Ebbw Vale rail service. Bigger Severn Tunnel Junction. Llanwern Station Park & Ride. Measures which ensure buses get priority at junctions if they are behind schedule. More cycling routes. Gateway features. P&R Sites.
<b>Magor</b>	
	M48 link. (4 x ticks)
	Rail station in Magor/Undy. (1 x tick)
	Yes (1 x tick)
	More parking and better facilities at Severn Tunnel junction.
	Combine a new M4 with lagoon barrage – taking travel off land. (1 x tick)
	New road built on top of barrage (think outside the box!)
	Stop talking and take action. (1 x cross)
	Use the steelworks road – Spytty – Distributed to bypass the tunnels. (3 x ticks)
	Yes, link Llanwern – RDC and improve traffic flows.
	But this will require major improvement to J23A and extra lanes.
	Agree with link road.
<b>Duffryn</b>	

Flipchart comments on aims  
*All Drop-in comments compiled*

	To improve CO2 emissions from cars.
	To have a modern road and rail network fit for purpose. Built for the future. – Strongly agree.
	To gain a transport advantage with improvements and plan ahead to maintain edge. Agree!

**Any additional Aims**

*No new Aims were offered by any drop-in Participants*

## 7. Feedback on the exhibition itself, including any final message for the Welsh Assembly Government

*The last questions participants were asked to consider were about the drop-in exhibitions themselves, and what people thought of them.*

How easy did you find it to give your views today?

	1	2	3	4	5	6	7
Newport			2	4	4	2	
Lliswerry						2	
Magor			2	1	2	16	1
Duffryn					1	1	6

### Newport

- (5) - Need to turn abstract statements into practical, costed steps.
- (6) - But then I am opinionated/a person with a clear vision.
- (4 and 6) – OK but a lot of writing to do.
- (3) – Wanted to give solutions but held to goals all desirable but how?
- (4) – questions guide thinking “in the box”. We need time to think “out of the box”, especially if we don’t approve your plan.

### Lliswerry

- Poor publicity.
- Looks like lots of people don’t care.

### Magor

- But will local people’s views be considered?
- I just hope it’s not wasted effort.
- More action please.
- Trust views will be considered in detail.
- Many of the statements are plain statements of fact with which it is hard to form our opinion.
- WAG has good grasp of problems, but low on solutions? £
- No clear options offered.
- Sheets are too difficult for some people to fill in, either because of lack of stature or difficulty of reaching - some sheets on clipboards would have been helpful.
- The problems of J23A and J28 need resolving urgently. This process is a complete waste of time and money if only looking at the middle! I would suggest that J23A has the bigger problem!
- Why no publicity for this event? Is it a Welsh Assembly policy to keep people in the dark?

### Duffryn

- Very easy, but some papers were a bit low (x 2).
- I would have appreciated more technical information on propositions offered.

Flipchart comments on evaluation questions  
*All Drop-in comments compiled*

- Assistance helped a lot!

Was the amount of information.....not enough / just right / too much

	Not enough	Just right	Too much
Newport	3	7	
Lliswerry		2	
Magor	9	8	
Duffryn	2	7	

**Newport**

- Needs more publicity and consult local businesses.
- Perhaps a bit more on walking and cycling required.
- More needed on proposed timetable.
- Stats would have been useful (as traffic eng).
- I would have liked to have seen the actual facts and figures to help me really know what the situation was. I could have done this on a website rather than coming to the boards.

**Magor**

- Would have liked to see PTOs and contras for different options.
- Scope too limited – needs extending to M48 route.
- What are the options? How much is WAG able to spend?
- Why not look at routes around Newport?
- It was more than I expected.
- What about J23A problem already raised – discussed with Welsh Highway.
- Nice to be able to leave comments but information on options would have been useful.
- Not enough publicity beforehand.

**Duffryn**

- Excellent.
- Would have liked more – keep me in loop.
- Keep it coming.

Was the information easy to understand?

	Not at all easy	Quite easy	Very easy
Newport		2	7
Lliswerry		1	
Magor		16	3
Duffryn		9	

**Magor**

- But limited scope will inhibit overall success of any changes, e.g. “Tolls” are outside study area.
- Options?

Flipchart comments on evaluation questions  
*All Drop-in comments compiled*

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

Newport

- Talk to business and improve public transport links.
- The Llanwern Road should improve congestion problems.
- Invest in public transport and walking and cycling.
- Provide a welcoming and efficient gateway to Wales.
- Concentrate on the provision of alternative rail, etc.. Improve service frequency.
- Improvements required as a matter of urgency.
- Relief Road needed as a priority.
- Implement dynamic hard shoulder running and other proven solutions now!
- Maintain/improve commitment to transport infrastructure investment in South Wales.
- Don't do it! Go back to "New" M4.
- Simply adding capacity rather than challenging demand is not the answer. It has been the "business as usual" approach that has created these issues in the first place. Work to change people's travel thought processes.

Llisbury

- Why has Newport missed out on motorway investment?
- Why has Newport missed out on hospital investment?
- Newport is the main gateway to Wales but appears to be in an investment shadow for transport and health compared to Cardiff – shocking!

Magor

- Cycle track on steelworks road.
- Use the Steelworks Road to join up Magor junction to Southern Distributor Road.
- M348 link to ease congestion B4245, variable speed limits good.
- Listen to your electorate – please do not let politics inhibit the quality of life of we residents!
- Think out of the box! Public transport and cross border requirements.
- Reconsider southern Link Road.
- Junction on M48 at Rogiet.
- Develop new road and link on M48 (between Caldicot and Rogiet) and importantly develop rail. Also, re-read all your transport documents!
- Show a greater result than the £12million on planning the Relief Road did.
- Consider hard-shoulder running in congested periods "to next junction". As M42 managed motorway. Agree.
- Bite the bullet – build the M4 relief.
- Don't agree full blown M4 relief road is required – Brynglas is the problem.
- If you want the people to be involved ADVERTISE properly. Not just on websites, but proper POSTERS – articles in the local press. BE OPEN.
- Brynglas Tunnels are the main problem – and need looking at before anything else.
- Brynglas – could a more modern tunnel using steel allow a 3 lane each way?

Flipchart comments on evaluation questions  
*All Drop-in comments compiled*

Duffryn

- Let's see how 3 lane helps +50mph.
- Bring the Welsh Transport infrastructure up to date and keep in that way. Agree.
- Agree on a workable plan and STICK TO IT! The M4 Relief Road option was a PR disaster = an expensive disaster!
- It would have been good to have a "joined up" plan and presented some or all of this with Newport Regeneration planning sessions held last year!
- Listen to the people's opinions and consider them all equally.