

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure



Llywodraeth Cymru
Welsh Government

This document is an update to the 'Proof of Evidence – Chief Witness' document WG1.1.1. It contains an update following the addition of the eastbound off-slip in the DRAFT SUPPLEMENTARY (NO. 2) SCHEME ORDER and a general update on the sections related to the Magor Services Area.

Scheme Evidence Update

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Welsh Government, Chief Witness

Document Reference: WG 1.1.6

1.	Author	3
2.	Scope and Purpose of this Proof of evidence	4
3.	SCHEME EVIDENCE UPDATE	5
3.1.	The Eastbound Off-Slip Road	5

1. AUTHOR

- 2.1 I am Matthew Richard Jones. Since 2013 I have been responsible for managing strategic consideration of a solution to the problems associated with the M4 around Newport and subsequently managing the preparation and publication of the draft Orders, the Environmental Statement and associated reporting for the M4 Corridor around Newport project. My professional qualifications are set out in my main Proof of Evidence and are not repeated here.
- 2.2 The evidence which I have prepared and provided in this Proof of Evidence has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

2. SCOPE AND PURPOSE OF THIS PROOF OF EVIDENCE

2.1 This Proof of Evidence provides updated evidence for the Welsh Government's Scheme as modified by the March 2017 draft Orders Supplement to include proposals for an eastbound off-slip road at Junction 23A.

2.2 This evidence supersedes my previous evidence in respect of all matters concerning the rest area. The following sections of my main evidence are thus withdrawn and are to be replaced with this evidence:

Matthew Jones Proof of Evidence (WG 1.1.1)

Section 21

Matthew Jones Summary Proof of Evidence (WG 1.1.2)

Section 55

2.3 Aspects of my evidence interface with the evidence of other witnesses including Ben Sibert (WG1.5), Bryan Whittaker (WG1.2), Stephen Bussell (WG1.3), Dr Peter Ireland (WG1.7) and John Davies (WG1.23).

2.4 My evidence is presented in the following structure, with a detailed contents provided at the start of the document.

1. Author
2. Scope and Purpose of this Proof of Evidence
3. Scheme Evidence Update

3. SCHEME EVIDENCE UPDATE

3.1. The Eastbound Off-Slip Road

- 3.1.1. Objections have been received from Roadchef, the leasehold owners and operators of Magor Services at Junction 23A, and from Rontec, the freehold owners and operators of the petrol filling station. Their objections relate to access and egress to and from the Services in relation to the new section of Motorway.
- 3.1.2. The updated Proof of Evidence of Mr Ben Sibert (WG 1.5.5) describes how the Scheme makes provision for access to and from the Services on the motorway and trunk road network.
- 3.1.3. Following liaison with stakeholders, including Roadchef, a free-flow connection westbound from the toll plaza was added to the scope of the project in 2015 (rather than this movement passing via a signalised junction as per the 2014 TR111 proposal).
- 3.1.4. In March 2017 a supplementary draft Order was published, alongside revised traffic and economic assessments and an Environmental Statement Supplement, (Documents 2.5.1-17) for an additional eastbound off-slip in the vicinity of Magor Services. The cost of £4.8M for this measure is covered by existing risk and optimism bias allocations set out in the already published project cost estimate so do not require additional budget.
- 3.1.5. Travelling eastbound, users of the existing M4 would access the services as they do now. Users from the new M4 would enter the services via the new eastbound off-slip in the vicinity of Junction 23A. The exit route for both will be along the new link road following the line of the existing M4, rejoining the motorway at the new Junction 23. New M4 users travelling in this direction would therefore not have any 'doubling-back' movement (as would have been the case without the eastbound off-slip), and ease of access and egress for all eastbound users would not be significantly different to the existing situation.

- 3.1.6. All Services users travelling westbound from the Second Severn Crossing would have a free-flow route to the existing Junction 23A. Access, from the direction with the furthest separation to another rest area, will therefore be similarly convenient to the existing situation.
- 3.1.7. Users exiting westbound, travelling to Newport or the Valleys would continue to be able to use the existing M4 as now. Users wishing to travel further west, beyond Newport would continue to be able to use the existing M4 as now, with journey times along this route being more reliable and shorter than at present, due to the alleviation of congestion. Additionally, they would have options of joining the new section of motorway via the A4810 and the Glan Llyn junction or the new Junction 23, albeit the latter would involve a doubling back movement.
- 3.1.8. The Scheme therefore facilitates a retention of all existing access and egress movements, with similar journey times to other Services to the east and reduced, more reliable journey times to other Services to the west. It is considered that the Scheme provides reasonable access and egress to and from the new section of motorway to the Services, and drivers with a need for service and rest facilities would be able to use them.
- 3.1.9. To account for the eastbound off-slip, revised Proofs of Evidence have been provided (in addition to my Revised Proof of Evidence as per this document) by:
- a) Bryan Whittaker (WG1.2.6);
 - b) Stephen Bussell (WG1.3.5);
 - c) Ben Sibert (WG1.5.5);
 - d) Peter Ireland (WG1.7.4); and
 - e) John Davies (WG1.23.4).
- 3.1.10. It is considered that other Welsh Government Proofs of Evidence do not require revision in light of the provision of an additional eastbound off-slip in the vicinity of the Services.

- 3.1.11. The impacts are assessed in the March 2017 Environmental Statement Supplement (Document 2.5.1).
- 3.1.12. The core scenario for the Scheme is based on the central (or most likely) traffic growth forecasts and assumes that the tolls on the Severn Crossings are half their current level. Under this scenario, the Scheme has an initial benefit to cost ratio (Initial BCR) of 1.66 (as opposed to 1.62 without the eastbound off-slip). When Wider Impacts are included in the assessment, the Adjusted BCR for the Scheme is 2.27 (as opposed to 2.22 without the eastbound off-slip). In other words, the benefits of the Scheme outweigh its costs by a ratio of over 2 to 1. The Welsh Government is in continued discussions with ABP with regards to mitigation measures at Newport Docks. The scope of mitigation measures may have implications on economic or other evidence which will be updated in due course, if necessary.