

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



Llywodraeth Cymru
Welsh Government

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-

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) (Amendment) Scheme 201-

The London to Fishguard Trunk Road (East of Magor to Castleton) Order 201-

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-

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-

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 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) (Supplementary) Scheme 201-

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)) Supplementary Compulsory Purchase Order 201-

Proof of Evidence - Erratum

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1.1 As typographical labelling error has been noticed in Tables 11.2 and 11.3. Namely the text “via proposed new motorway and junction 23” has been transposed with “via proposed new motorway Glan Llyn Junction A4810”. The corrected tables are shown below:

Table 11.1 Journey Time between Junction 30 and M4 Toll Plaza for traffic stopping at Magor Services (minutes: seconds)

Direction	Time	Route	2022 Central Growth		2037 Central Growth		2051 Central Growth	
			Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Eastbound	AM	Via existing M4	20:10	19:43	24:52	20:39	28:27	21:33
	IP		18:16	18:39	20:15	19:12	22:45	19:34
	PM		18:52	18:54	21:36	19:41	23:46	20:13
	AM	Via proposed new motorway and Junction 23		21:14		22:24		23:00
	IP			20:38		21:24		21:43
	PM			20:47		21:45		22:07
	AM	Via proposed new motorway, Glan Llyn Junction and A4810		20:58		22:02		22:32
	IP			20:27		21:06		21:20
	PM			20:40		21:34		21:54
Westbound	AM	Via existing M4	21:16	19:46	24:32	21:39	27:22	23:01
	IP		18:36	18:30	19:31	19:06	20:13	19:34
	PM		20:42	19:49	25:16	21:18	28:30	22:29
	AM	Via proposed new motorway and Junction 23		21:43		23:02		24:01
	IP			20:28		21:12		21:36
	PM			21:33		22:55		23:51
	AM	Via proposed new motorway, Glan Llyn Junction and A4810		20:32		21:41		22:37
	IP			19:35		20:07		20:25
	PM			20:35		21:44		22:40

Table 11.2 Increase in Journey Time between Junction 30 and M4 Toll Plaza with a stop at Magor Services (minutes: seconds)

Direction	Time	Route	2022 Central Growth		2037 Central Growth		2051 Central Growth	
			Do Minimum	Do Something	Do Minimum	Do Something	Do Minimum	Do Something
Eastbound	AM	Via existing M4	0:40	4:40	0:29	4:36	0:27	4:58
	IP		0:46	3:49	0:41	3:43	0:35	3:45
	PM		0:47	4:00	0:45	4:06	0:44	4:22
	AM	Via proposed new motorway and Junction 23		6:11		6:21		6:25
	IP			5:48		5:55		5:54
	PM			5:54		6:11		6:16
	AM	Via proposed new motorway, Glan Llyn Junction and A4810		5:55		5:59		5:57
	IP			5:37		5:37		5:31
	PM			5:47		6:00		6:02
Westbound	AM	Via existing M4	1:20	4:11	1:13	5:00	1:13	5:32
	IP		1:23	3:50	1:22	3:55	1:20	4:03
	PM		1:08	4:17	1:11	4:39	1:08	5:01
	AM	Via proposed new motorway and Junction 23		6:08		6:23		6:32
	IP			5:48		6:00		6:05
	PM			6:00		6:16		6:24
	AM	Via proposed new motorway, Glan Llyn Junction and A4810		4:57		5:01		5:08
	IP			4:55		4:56		4:55
	PM			5:02		5:04		5:13

1.2 In addition the text in paragraph 11.3.10 is amended to support the above changes and should read as below:

10.3.10 The increase in journey time (expressed in minutes:seconds) in the eastbound direction required to make a stop at Magor Service Station would be higher with the Scheme (between 3:43 and 4:58) compared to without (between 0:27 and 0:47). In the westbound direction the increase in journey time required to make a stop at Magor Service Station would also be higher with the Scheme (between 3:50 and 5:32) compared to without (between 1:08 and

1:23). This is because, in the Do Something scenario, traffic which would ordinarily travel along the proposed new motorway would switch back to the reclassified existing motorway as this would be the most time effective route for a stop at Magor Services. Without the Scheme the fastest route to access the rest area at Magor, and therefore the route chosen by all through traffic, would be via the existing motorway. A stop at Magor Services would therefore only be a minor diversion to the journey in the Do Minimum scenario.

1.3 In addition the text in paragraph 16.3 is amended and should read as below

The journey time savings for through traffic, as predicted by the traffic model, will be reduced for those trips making an intermediate stop at Magor Services. For traffic stopping at Magor Services, the fastest route would be via the reclassified M4 instead of the Scheme. For these trips, travelling via the reclassified existing M4, the journey time savings during the peak hours could be expected to be, on average between 0 and 1.5 minutes in 2022, increasing to between 2 and 4 minutes in 2037 rising to between 3.5 and 7 minutes in 2051. However, I recognise that in reality some travellers may choose the alternative routes to access Magor Services, and that, in any event, the additional journey time costs of visiting the Services as opposed to not stopping will be greater under 'Do Something' than under 'Do Minimum'.

1.4 The use of the word Annex has been incorrectly used in the following paragraphs 4.1.8, 4.1.9, 11.3.4, 13.3.2 and should read Appendix.

1.5 The above corrections do not change the conclusions of the Proof of Evidence