

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 No 2

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Welsh Government, Traffic

Document Reference: WG 1.2.5

An error has been noticed in paragraph 3.7.6 page 23 of Brian Whittaker – Traffic Proof of Evidence WG 1.2.1. The correct paragraph is below with the change highlighted in italics.

3.7.6 In the period between July 2011 and December 2015, following the introduction of the Variable Speed Limit, the link *and junction* collision rate on every section was reduced compared to the pre-VSL period. The level of reduction, however, was particularly large on those sections where VSL has been implemented (Junction 24 to Junctions 28). The default WebTAG average link and junction collision rate for a motorway in the period 2011 to 2015 is 0.0561. There are two key sections either side of the tunnels where observed rates remain higher than the WebTAG average collision rate for a motorway and one key section where the observed accident rate is close to the WebTAG average collision rate.

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