

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



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Llywodraeth Cymru  
Welsh Government

**This document is an update to the 'Proof of Evidence – Engineering Design' document WG 1.5.1. It contains a scheme evidence update following the recent Department for Transport announcement that tolls on the Severn Crossings will be removed by the 31<sup>st</sup> December 2018.**

### **Scheme Evidence Update**

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**Welsh Government, Engineering Design**

**Document Reference: WG 1.5.6**

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**1. AUTHOR**

- 1.1 I am Benjamin Sibert. I am a Director of Ove Arup and Partners Ltd (Arup), a multi-disciplinary consultancy. My professional qualifications are set out in my main Proof of Evidence and are not repeated here.
- 1.2 The evidence which I have prepared and provided in this Scheme Evidence update 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**

This Scheme Evidence Update provides updated evidence for the Welsh Government's Scheme regarding the impact of the removal of the Severn Crossing tolls on the Scheme highway design.

2.2 The following sections of my main Proof of Evidence (WG 1.5.1) are updated by this evidence:

Section 4.5

Section 4.32 and Table 1

Section 4.39 and Table 2

Section 4.66 and Table 3.

2.3 Aspects of my evidence interface with the evidence of other witnesses including:

a) Mr Matthew Jones (Chief Witness)

b) Mr Bryan Whittaker (Traffic)

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

4. Conclusions

### 3. SCHEME EVIDENCE UPDATE

#### 3.1. Scheme Highway Design

3.1.1. The final outcome and government response to the Severn crossing tolls consultation was released on 15th September 2017. The outcomes were that the Severn crossings will be given over to public control on 8th January 2018 and the tolls will be abolished on 31st December 2018.

3.1.2. Mr Bryan Whittaker will provide an update on the changes to the traffic forecasts in his evidence update (WG 1.2.7).

3.1.3. I have led the further re-evaluation of the Scheme highway design for the revised traffic data provided by Mr Whittaker, including reviewing junction capacity, and can confirm that no changes to the Scheme engineering proposals or draft Orders are required as a result.

3.1.4. For completeness, to update the Inquiry with the latest information, I provide replacement tables below for those in my main evidence (WG 1.5.1) at sections 4.32 Table 1, 4.39 Table 2 and 4.66 Table 3.

Carriageway Standard	Opening Year AADT flow ranges from TA 46/97		Core Scenario Forecast 2022 AADT – D2AP Docks Way Link
	Minimum	Maximum	
S2	up to 13,000		23,500
WS2	6,000	21,000	
D2AP	11,000	39,000	

**Table 1 - Docks Way Link Road Traffic Flows and Cross Section**

Carriageway Standard	Opening Year AADT flow ranges from TA 46/97		Core Scenario Forecast 2022 AADT – D2AP Glan Llyn Link
	Minimum	Maximum	
S2	up to 13,000		9,900
WS2	6,000	21,000	
D2AP	11,000	39,000	

**Table 2 - Glan Llyn Link Road Traffic Flows and Cross Section**

Carriageway Standard	Opening Year AADT flow ranges from TA 46/97		Core Scenario Forecast 2022 AADT – All D3M		
	Minimum	Maximum	J23 – Glan Llyn	Glan Llyn - Docks	Docks – J29
D2M	up to 41,000		63,100	61,300	57,000
D3M	25,000	67,000			
D4M	52,000	90,000			

**Table 3 - Proposed New Motorway Traffic Flows and Cross Section**

- 4. CONCLUSION** 4.1 I confirm that no changes to the Scheme engineering proposals or draft Orders are required as a result of the change in the core scenario from a half toll to no toll scenario.