

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 – Chief Witness' document WG 1.1.1. It contains an update following the addition of the bridge protection measures in the DRAFT AMENDMENT (NO.2) SCHEME ORDER and a general update on the works to address the allegation of serious detriment upon Newport Docks by Associated British Ports (ABP).**

**Scheme Evidence Update**

**Bryan Whittaker, FCIHT**

**Welsh Government, Traffic**

**Document Reference: WG 1.2.8**

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**1. AUTHOR**

- 1.1 My name is Bryan Whittaker. I am a Director of WSP Group, a multi-disciplinary consultancy where I have responsibility for strategic transport modelling and appraisal for the UK. My professional qualifications are as set out in my Revised Proof of Evidence (WG 1.2.1 Revision A) and not repeated here.
- 1.2 The evidence, which I have prepared and provided in this Scheme Evidence Update, is true and I confirm that the opinions expressed are my true and professional opinions.

**2. SCOPE AND PURPOSE OF THIS SCHEME EVIDENCE UPDATE**

- 2.1 As outlined in the Scheme Evidence Update of Mr Matthew Jones (WG 1.1.8), due to the delayed start to and prolonged duration of the Public Local Inquiry coupled with the works required within Newport Docks, the date of when the new section of motorway would be open to traffic is now intended to be December 2023.
- 2.2 This Scheme Evidence Update provides an update to m previous evidence arising from the change in opening year from 2022 to 2024.

### **3. SCHEME EVIDENCE UPDATE**

#### **3.1. Model Forecasts**

3.1.1. Revised traffic forecasting in respect of the Core Scenario (Draft Supplementary Scheme Order (No 2) dated March 2017) has been carried out for the forecast years for 2022, 2037 and 2051 with tolls removed from the Severn Crossings. Due to the additional works required within Newport Docks, the opening year of the scheme has been revised to 2024 with a design year of 2039. Rather than carry out the significant and time-consuming task of re-running the M4CaN model, a proportionate assessment has been undertaken to estimate the effect of the revised opening and design years on traffic conditions. In this respect, a select link analysis was undertaken on the M4 River Usk Crossing for both 2022 and 2037 to identify the composition of individual origin-destination pairs using that link'. The TEMPRO projected growth for each origin-destination pair from 2022 – 2024 and 2037-2039 was then applied. The net effect is that in the revised opening year and in all future years, model flows are 1.7% higher. The relatively small changes in traffic growth as indicated in the proportionate assessment, supports the decision not to re-run all the M4CaN model, and therefore the 2022 opening year and 2037 have been retained in the transport model.

## 4. CONCLUSIONS

- 4.1 A proportionate assessment has been undertaken to estimate the effect of the revised opening and design years on traffic conditions. The net effect of the change in opening years from 2022 to 2024 is a 1.7% growth in flows observed at the opening year and all future years. The relatively small changes in traffic growth as indicated in the proportionate assessment, supports the decision not to re-run all the M4CaN model, and therefore the 2022 opening year and 2037 have been retained in the transport model.