

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 – Carbon’ document WG 1.13.1. It contains an update due to the change in proposed opening year as a result of the prolonged PLI 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

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Welsh Government, Carbon

Document Reference: WG 1.13.6

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1. AUTHOR

- 1.1 I am Tim Chapman. I am a Director of Ove Arup and Partners Ltd (Arup). My professional qualifications are set out in my main Proof of Evidence (WG 1.13.1) 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 Code of Conduct of the Institution of Civil Engineers 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 intended to be December 2023.
- 2.2 This Scheme Evidence Update provides an update to my previous evidence arising from the change in the opening year from 2022 to 2024.

3. SCHEME EVIDENCE UPDATE

- 3.1 Mr Bryan Whittaker has indicated in his Scheme Evidence Update (WG 1.2.8) that 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.
- 3.2 With regards to Carbon, the change in opening years from 2022 to 2024 does not make a significant difference to the assessment I have made in my previous evidences. Based on Mr Bryan Whittaker's evidence, I would expect a 1.7% increase in traffic to approximately correlate to about the same increase in carbon emissions.
- 3.3 It is therefore considered that the change to an opening year of 2024 from an opening year of 2022 and future year of 2039 from 2037 would not result in any significant change to the previously reported carbon assessments.

4. CONCLUSION

- 4.1 I have qualitatively assessed the predicted change in User Carbon levels arising from the change to the opening and future years for the Scheme. This is for the change to the opening year from 2022 to 2024 and future year from 2037 to 2039 and the modest growth in traffic over that two-year period. This growth would not result in any significant change to the carbon assessments previously reported.