

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 – Noise and Vibration’ document WG 1.14.1. It contains a scheme evidence update regarding the implications in relation to noise of the recent Department for Transport’s announcement that tolls on the Severn Crossings will be removed by the 31<sup>st</sup> December 2018.**

### **Scheme Evidence Update – Additional Information**

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**Welsh Government, Noise and Vibration**

**Document Reference: WG 1.14.5 - providing additional information to WG 1.14.3**

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**1. AUTHOR**

- 1.1 I am Philip Evans, a Senior Director in noise, vibration and acoustics at RPS Planning and Environment, a multi-disciplinary planning and environmental consultancy. My experience is described in my main Proof of Evidence.
- 1.2 On behalf of the Welsh Government, I am the author of the Noise and Vibration evidence for the local planning inquiry into the M4 Corridor around Newport Scheme – the Published Scheme.
- 1.3 The evidence which I provide in this proof of evidence is given in accordance with the guidance of my professional institution, and I confirm that the opinions expressed are my true and professional opinions. My professional qualifications are set out in my main Proof of Evidence (WG 1.14.1) and are not repeated here.

## 2. ADDITIONAL INFORMATION

- 2.1. I previously provided a Scheme Evidence Update Proof of Evidence providing an assessment of noise impacts in terms of noise changes in light of the recent announcement from the Department for Transport (DfT) that the tolls on the Severn Crossing will be removed by 31st December 2018.
- 2.2. That Evidence provided the required information to compare the No Tolls future scenario with the assessment provided in my main Proof of Evidence that was based upon the traffic flow data used for the original March 2016 Environmental Statement but revised based upon the September 2016 ES Supplement (ESS1) traffic data. These data were based upon Tempro 6.2 with Half Tolls.
- 2.3. Whilst all appropriate information was provided, I omitted one important measure which allows a simple comparison of the two scenarios in terms of the overall effects of the Scheme. At page 78, paragraph 8.6.28 of my main Proof of Evidence [WG 1.14.2], I state:
- “When considered as a whole, the Scheme has a net benefit, with an average noise levels difference of -1.3 dB per property across the 20,708 properties assessed for the opening year, when comparing the Do-Minimum scenario against the Do-Something scenario. This equates to approximately a 63,000 ‘dB.people’ improvement due to the Scheme”.
- 2.4. For the future No Tolls scenario, the same calculation can be applied and this gives a similar net benefit with an average noise levels difference of -1.2 dB per property across the 20,708 properties assessed for the opening year, when comparing the Do-Minimum scenario against the Do-Something scenario. This equates to approximately a 57,500 ‘dB. people’ improvement.

- 2.5. Therefore, comparing the two scenarios, the future No Tolls scenario provides a 0.1 dB less benefit per property with a reduction of 5,500 'dB.people' improvement. However, this reduction in benefit is insignificant and doesn't detract from the overall benefit of the Scheme.