

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



**File Ref WG/REB/OBJ6908 - John Evans**

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Llywodraeth Cymru  
Welsh Government

**Objection Ref OBJ6908**

**Response to Objector's Evidence: John Evans**

## **1. GROUNDS FOR OBJECTION**

### **1.1. Details**

1.1.1. John Evans has submitted a Statement of Evidence dated 2 February 2017 in relation to the draft statutory Orders associated with the Welsh Government's proposals for the M4 Corridor around Newport, which has been received via the Programme Officer.

1.1.2. The Welsh Government understands the evidence submitted within John Evans' Statement to be based on the following:

1. Whilst expressing strong support for a new section of motorway between Magor and Castleton, considers the current proposals for a major at-grade intersection of the M4, M48 and B4245 to the west of Rogiet a mistake and suggests an alternative link from the M48 to the B4245 and to the Severn Tunnel Junction park and ride situated between Rogiet and Caldicot.
2. Suggests the proposed alternative for a link from the M48 to the B4245 and to the Severn Tunnel Junction park and ride would encourage inter-modal transport exchange and reduce the east-bound traffic on the B4245 through Magor/Undy and reduce the traffic using the present M4 J23A.
3. Suggests an earlier proposal to route the new motorway from the existing J23 around the north of Magor/Undy, crossing the existing M4 to the west of J23A before taking the current route across the Gwent Levels should be given further consideration as this would have the advantage of retaining easy access to the Motorway Services, the new business park/hotel/brewery and the new A4810, at the existing M4 J23A.

## 2. REBUTTAL

### 2.1. Points Raised

2.1.1. Some of the above points have already been addressed in previous correspondence. Others are dealt with by topic by the relevant witness in the following sections, in addition to their general proofs of evidence, to which readers should also make reference in their entirety for a full understanding of the Welsh Government's case. For ease of reference the places where the above points are addressed in this Rebuttal are listed in the table below:

Objector's point reference	Rebuttal paragraph reference	Objector's point reference	Rebuttal paragraph reference
1	2.1.2	3	2.2.1
2	2.2.1		

2.1.2. One of the Objector's points has already been covered in previous correspondence and proofs of evidence as follows:

1. **Point 1** (*Whilst expressing strong support for a new section of motorway between Magor and Castleton, considers the current proposals for a major at-grade intersection of the M4, M48 and B4245 to the west of Rogiet a mistake and suggests an alternative link from the M48 to the B4245 and to the Severn Tunnel Junction park and ride situated between Rogiet and Caldicot*) / As set out at paragraph 10.12 of Matthew Jones' evidence (WG1.1.1), at Magor, Undy and Rogiet, the proposed connection between the B4245, M48 and the motorway network at Junction 23 would provide an additional connection to the strategic road network and improve local accessibility, including to the Severn Tunnel Railway station, meeting the objector's desire.
2. In developing the proposals, the project team have liaised with officials from Monmouthshire County Council, who are responsible for access in this area. Monmouthshire County Council has carried out a public consultation regarding access and parking facilities at Severn Tunnel Junction station and further information on the consultation can be obtained from Monmouthshire County Council officials.

2.1.3. The other points are responded to by specialist topic in turn in the sections following.

## **2.2. Matthew Jones (Chief Witness)**

2.2.1 Response to **Points 2 and 3** (Suggests the proposed alternative for a link from the M48 to the B4245 and to the Severn Tunnel Junction park and ride would encourage inter-modal transport exchange and reduce the east-bound traffic on the B4245 through Magor/Undy and reduce the traffic using the present M4 J23A) and (Suggests an earlier proposal to route the new motorway from the existing J23 around the north of Magor/Undy, crossing the existing M4 to the west of J23A before taking the current route across the Gwent Levels should be given further consideration as this would have the advantage of retaining easy access to the Motorway Services, the new business park/hotel/brewery and the new A4810, at the existing M4 J23A):

1. Matthew Jones (WG1.1.1) explains in section 4.13 and 4.14 of his Proof of Evidence that the junction layouts in Magor/ Undy/ Rogiet area were re-assessed during the development of the Plan between 2013 and 2014. The July 2014 Junction Strategy Report (Document 4.6.4) provides the assessment of junction options considered at the time of publishing the Plan in July 2014. The addition of the connections between the M4/M48/B4245 to improve motorway resilience between Undy and Rogiet necessitated a change to the April 2006 TR111 junction layout and the recommended option arising from this report, option 4, became the layout chosen for the 2014 TR111 Preferred Route.
2. John Evans' suggested alternative is very similar to the Green Route suggested alternative. This matter will be addressed in considering Objector's Alternative Route 3 in the Public Local Inquiry, which has been appraised by the Welsh Government in its Objectors' Suggested Alternatives Report (Document 4.7.2).
3. A separate and more detailed response to the promoters of the Green Route at the Public Local Inquiry has been provided (OBJ0210/0287 Smith/Wynton).
4. Bryan Whittaker (WG1.2.1) will provide evidence on traffic matters associated with the Green Route. In summary:

- a. The Published Scheme provides access between the motorway network and the B4245 corridor west of Rogiet, whereas the suggested alternative in the Green Route provides access between the motorway network and the B4245 corridor east of Rogiet.
  - b. It is therefore not the case that traffic originating in Caldicot and the surrounding areas would need to travel all the way through Magor to J23a in order to access the motorway network if the Published Scheme was constructed. Traffic from Caldicot would instead be able to access the motorway network at J23 immediately west of Rogiet and East of Magor and Undy. Due to the fact that the Green Route does not have an all movements junction connecting the M48 and the M4 in the vicinity of Rogiet, it would generally not be quicker and easier for traffic to access the motorway network with the Green Route
  - c. The exact location of the motorway junction connecting to the B4245 influences which traffic from different areas along the B4245 would use it. Whilst positioning the motorway junction further east compared to the Published Scheme may encourage slightly more trips originating in Caldicot to use the junction, it would discourage some trips from Undy and Magor to use it.
  - d. The Green Route alternative has been modelled using the M4CaN traffic model and compared to the Published Scheme. The model outputs demonstrate that traffic flows on some sections of the B4245 would be higher with the Green Route proposal compared to the Published Scheme. The sections of the B4245 where there would be an increase in traffic volumes are in the eastern part of Rogiet and western part of Caldicot, as well as through Magor.
  - e. The connection to the B4245 proposed as part of the Published Scheme would provide the same functionality and at the same time would provide a better direct access between the B4245 and the Second Severn Crossing.
2. The Welsh Government has included an eastbound off-slip road to improve access between the new motorway and J23 in its March 2017 supplementary draft Orders for the Scheme. The primary benefit of the Green Route would be for customers of the Service Area travelling in a

westbound direction. It should be noted, however, that the Welsh Government's position is that the Service Area would remain commercially viable in the future with the proposed Scheme in place.

3. The Welsh Government will respond to the Statements of Roadchef and Rontec (OBJ0026/0292) about the likely impacts of the Scheme on Magor Rest Area separately. The Welsh Government will provide evidence that supports its position that the impact of the Scheme on the Magor Rest Area would not lead to its closure or relocation but would in fact allow it to continue to operate successfully. Engagement with Roadchef and Rontec is ongoing to help address any remaining concerns.

2.2.1. I confirm that the statement of truth and professional obligations to the inquiry from my main proof still applies.