



PROOF OF EVIDENCE

Roger Geffen and Hugh Mackay, Cycling UK

Public Local Inquiry into the M4 Corridor around Newport

7 February 2017

Summary of Cycling UK's objection

Cycling UK believes the proposed road scheme contravenes Government policies to tackle congestion, pollution and climate change, to improve public health and reduce physical inactivity and obesity, and to improve equality of opportunity. It can be expected to generate additional road traffic, while fostering future patterns of development and land-use changes that would further perpetuate society's dependence on motor-vehicles. The scheme's promoters claim that it would reduce transport-related pollution and congestion. However any such relief would be at best short-term and localised purely within the corridor of the road-scheme itself. Across a wider area though, the additional road traffic generated by the scheme would increase motor-vehicle usage and dependency, with its associated pollution, congestion, road danger and greenhouse emissions.

The scheme would also represent a 'double-whammy' for efforts to achieve the laudable aims of the Active Travel (Wales) Act 2013 (hereafter referred to as the Active Travel Act). Not only would the additional motor traffic exacerbate the congestion, pollution and road danger that deters people from cycling (or from allowing their children to do so), but it would also draw heavily on public funds that could alternatively be used to support the creation of high-quality walking and cycling routes (as called for by the Act), and other measures to encourage people of all ages and abilities to cycle.

We are concerned that the scheme's promoters have not assessed the environmental impacts of the scheme against a realistic alternative scenario based on investing in the promotion of sustainable and especially active travel. We believe such a programme would perform far better in meeting the scheme's stated objectives.