



Llywodraeth Cymru
Welsh Government

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Coridor yr M4 o amgylch Casnewydd

M4 Corridor around Newport

Atodiad A: Copïau o'r deunyddiau cyhoedduswydd argraffedig

Appendix A: Copies of the printed publicity materials



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Public Information Exhibitions September 2015

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How you can help?

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What happens next?

Your feedback will help us shape the design, local access and associated land requirements.

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To find out more information visit:
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Or contact our public liaison officer:
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Arddangosfeydd Gwybodaeth i'r Cyhoedd mis Medi 2015

Rydym yn cynnal cyfres o arddangosfeydd i roi'r wybodaeth ddiweddaraf i chi am ein cynigion ar gyfer coridor yr M4 o amgylch Casnewydd. Bydd yr arddangosfeydd yn rhai rhwydweithiol ac yn agored i bawb, gan gynnwys plant.

Am beth mae hyn?

Mae amseroedd teithio annibynadwy a thagfeydd traffig, yn enwedig yn ystod oriau brig, yn digwydd yn aml ar yr M4 o amgylch Casnewydd. Mae hyn oherwydd diffyg capasiti a ffyrdd amgen, yn enwedig yn ystod digwyddiadau a damweiniau.

Ystyrir mai'r prosiect fydd y datrysiad cynaliadwy a hirdymor i'r problemau, a fydd hefyd yn cyflawni ein hamcanion

cymdeithasol, amgylcheddol ac economaidd. Mae hefyd yn rhan hanfodol o'n gweledigaeth ar gyfer system drafnidiaeth integredig effeithlon yn y de.

Sut y gallwch helpu?

Dewch i arddangosfa i gael gwybod mwy am ein cynigion ar gyfer rhan newydd o draffordd i'r de o Gasnewydd, a fyddai'n lleihau traffig ac yn mynd i'r afael â'r problemau trafniadaeth sydd ar yr M4 presennol o amgylch Casnewydd.

Hoffem gael eich barn ar y cyffyrdd M4 newydd arfaethedig yn Ffordd y Dociau a Glan Llyn, ein cynigion ar gyfer yr M4 presennol (gan gynnwys ailagor Cyffordd 25 yr M4 yng Nghaerllion) a'n cynigion i gadw mynediad yn ystod y gwaith adeiladu ac ar ôl hynny.



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Beth sy'n digwydd nesaf?

Bydd eich adborth yn ein helpu i lywio gofynion cynllunio, mynediad lleol a gofynion tir cysylltiedig.

Yn ystod Gwanwyn 2016, mae Llywodraeth Cymru yn bwriadu cyhoeddi'r Gorchmynion Statudol drafft a Datganiad Amgylcheddol.

Disgwylir i Ymchwiliad Lleol Cyhoeddus gael ei gynnal yn ddiweddarach yn 2016, pan fyddai unigolion a sefydliadau yn gallu cyflwyno eu safbwyntiau ar y cynigion i Arolygydd annibynnol. Yn dibynnu ar y canlyniad, byddai'r gwaith adeiladu yn dechrau yn 2018.

Am ragor o wybodaeth, ewch i:
llyw.cymru/m4casnewydd

Neu cysylltwch â'n swyddog cyswllt y cyhoedd:

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ENROLLING NOW FOR 2015/16

Why not come in and talk with us to find out about training to be a psychotherapist.

We offer a 4 year post-graduate Diploma in Integrative or Gestalt Psychotherapy. Courses are taught part-time over 4 years (26 days per academic year).

Workshops run Friday to Sunday and so can fit in with other work commitments.

To find out more call us on:

02920 396998

www.welshpsychotherapy.org.uk

Welsh Psychotherapy Partnership Ltd., 54, Charles Street, Cardiff, CF10 2GF.

Ever wondered
what it takes
to become a
psychotherapist?



HEAD CHEF WILL HOLLAND JOINS THE CLINK RESTAURANT



The prisoner rehabilitation initiative The Clink Charity has strengthened its brigade of ambassadors with the appointment of Will Holland, head chef at Coast in Saundersfoot, as The Clink Restaurant at HMP Cardiff's newest chef ambassador.

As a well-known industry figure in Wales, Holland will help raise the charity and restaurant's profile to the region and champion The Clink's mission of rehabilitating prisoners through education, resulting in a reduction in reoffending rates. Part of Holland's role as chef ambassador will be to support the prisoners working in the kitchen through regular hands-on training sessions that will complement and build upon the City & Guilds syllabus as the trainees work towards gaining their

level 2 NVQ in food preparation.

The Ambassador Programme at The Clink Restaurant at HMP Cardiff also has the backing of Welsh former rugby union player Sir Gareth Edwards CBE, respected chef and television presenter Matt Tebbutt, vice president and governor of The Craft Guild of Chefs John Retallick and senior lecturer in hospitality at Cardiff Metropolitan University Elspeth Dale.

The Clink rehabilitation concept is expanding across Her Majesty's Prison Estate with four restaurants already in operation.

To book a table at The Clink Restaurant at HMP Cardiff and to find out more about The Clink Charity and its prisoner training initiatives please visit www.theclinkcharity.org.

Greenhill Manor scoops three awards at national in bloom competition



Resident Wendy McNamara enjoys getting her hands dirty for Hallmark in Bloom.

Greenhill Manor care home in Merthyr has been named Regional Champion for Wales, Most Improved Garden and Best Community and Volunteer Involvement at the annual Hallmark in Bloom gardening competition.

The home which specialises in nursing and dementia care was praised for its use of outdoor space and their resident engagement at the care provider's company-wide event.

The Hallmark in Bloom competition first established in 2003, encourages residents and the local community to get involved in gardening, be it by planting pots or simply sitting in the garden and

joining in with the conversation.

A panel of judges from Hallmark Homes and gardening charity The visited the home last month, along with 17 other Hallmark care homes across England and Wales before coming to their decision.

Entrants were judged on resident involvement, best recording gardening activities, visual appeal, use of fresh produce in the home. Greenhill Manor, opened in 2012, specialises in nursing and dementia care.

For more information visit www.hallmarkcarehomes.co.uk

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Carmarthen - Carmarthen Market SA31 1QY
(9:30am - 4:30pm)

Friday 25 (11am - 7:30pm) and Saturday 26 September (10am - 4pm)
Newport - Lysaght Institute NP19 0HE

To find out more information visit:
gov.wales/m4newport

Or contact our public liaison officer:
Brian.Greaves@costain.com Tel: 0845 600 2664

**Carlos Herraiz
Costain
A3 Campaign
10th August**

[illegible]

A3 Campaign



A3 Campaign



right **People**
right **Mindset**
right **Place**

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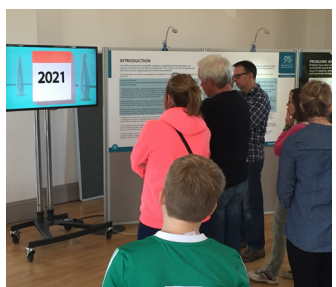
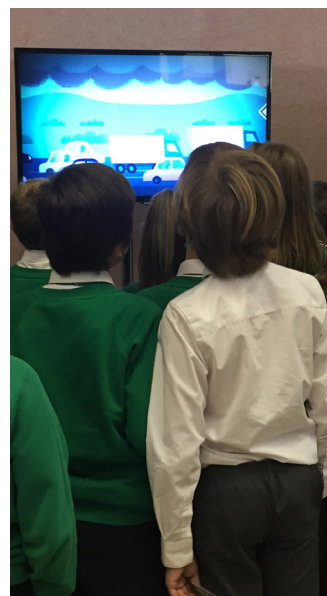
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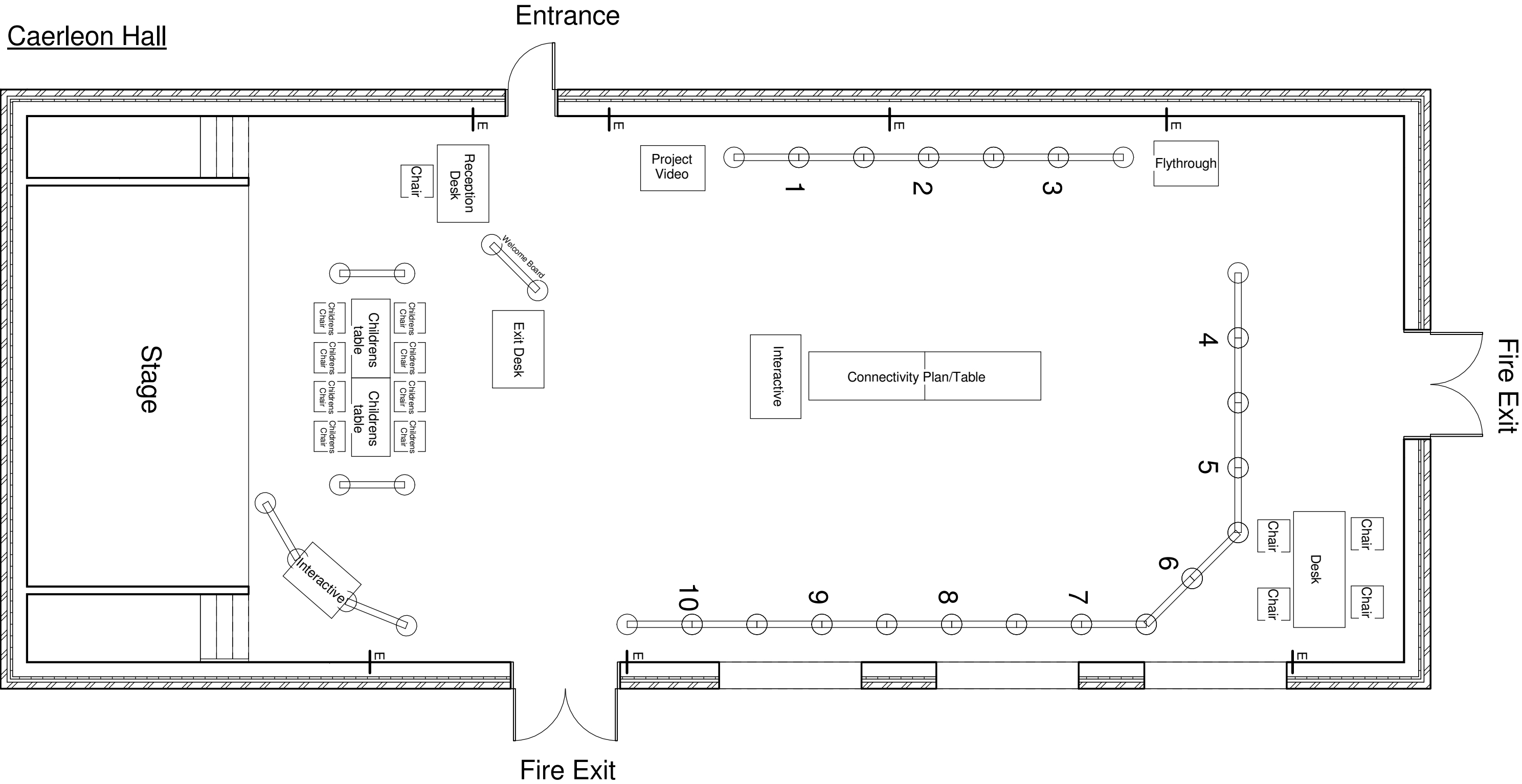
Coridor yr M4 o amgylch Casnewydd M4 Corridor around Newport

Atodiad B: Cynlluniau Diwyg ar gyfer pob un o'r arddangosfeydd 'galw heibio' deuddydd a Panel Arddangos yr Arddangosfeydd

Appendix B: Layout Plans for each of the two-day 'drop-in' exhibitions and exhibition display panels



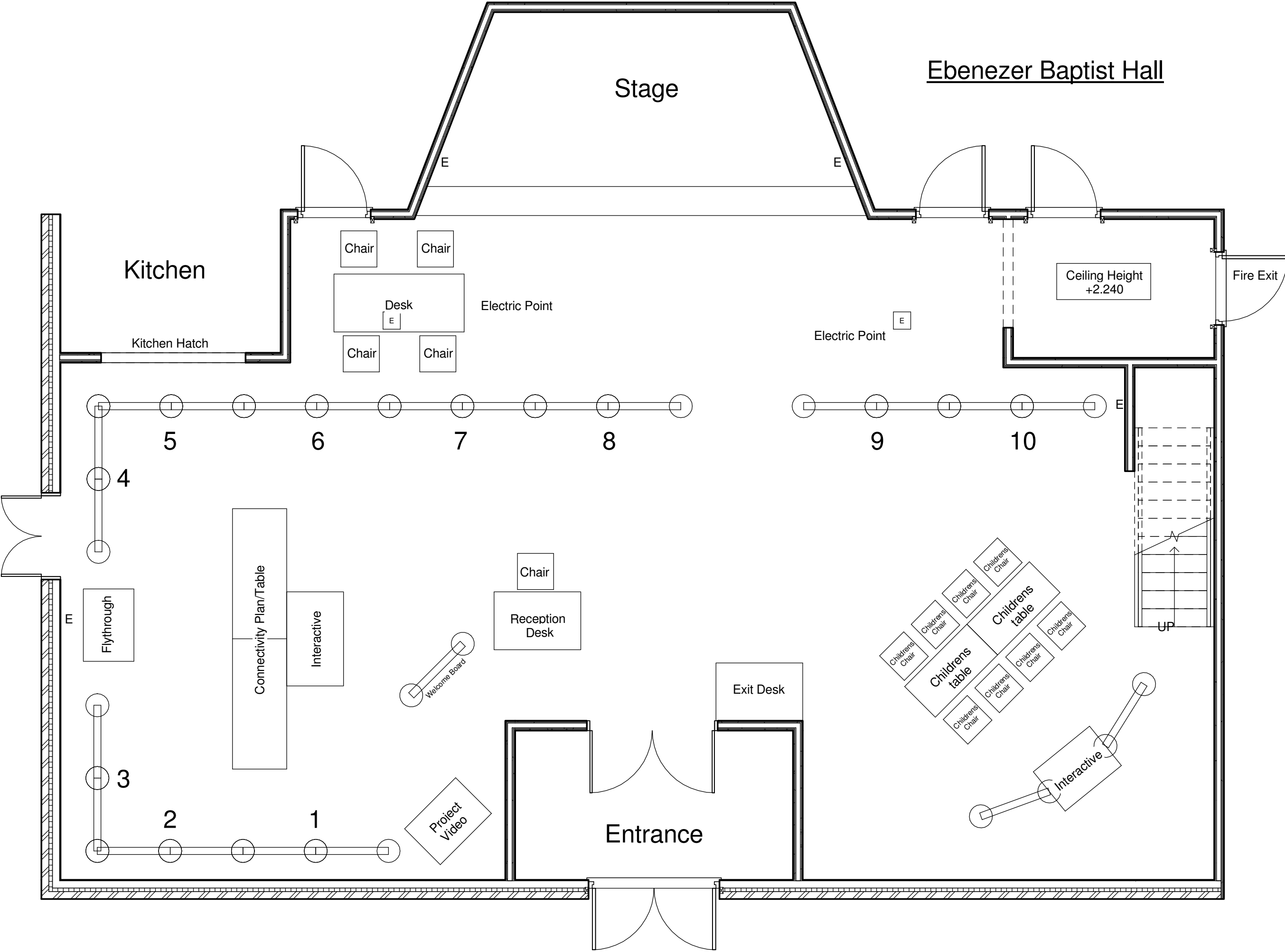
Caerleon Hall



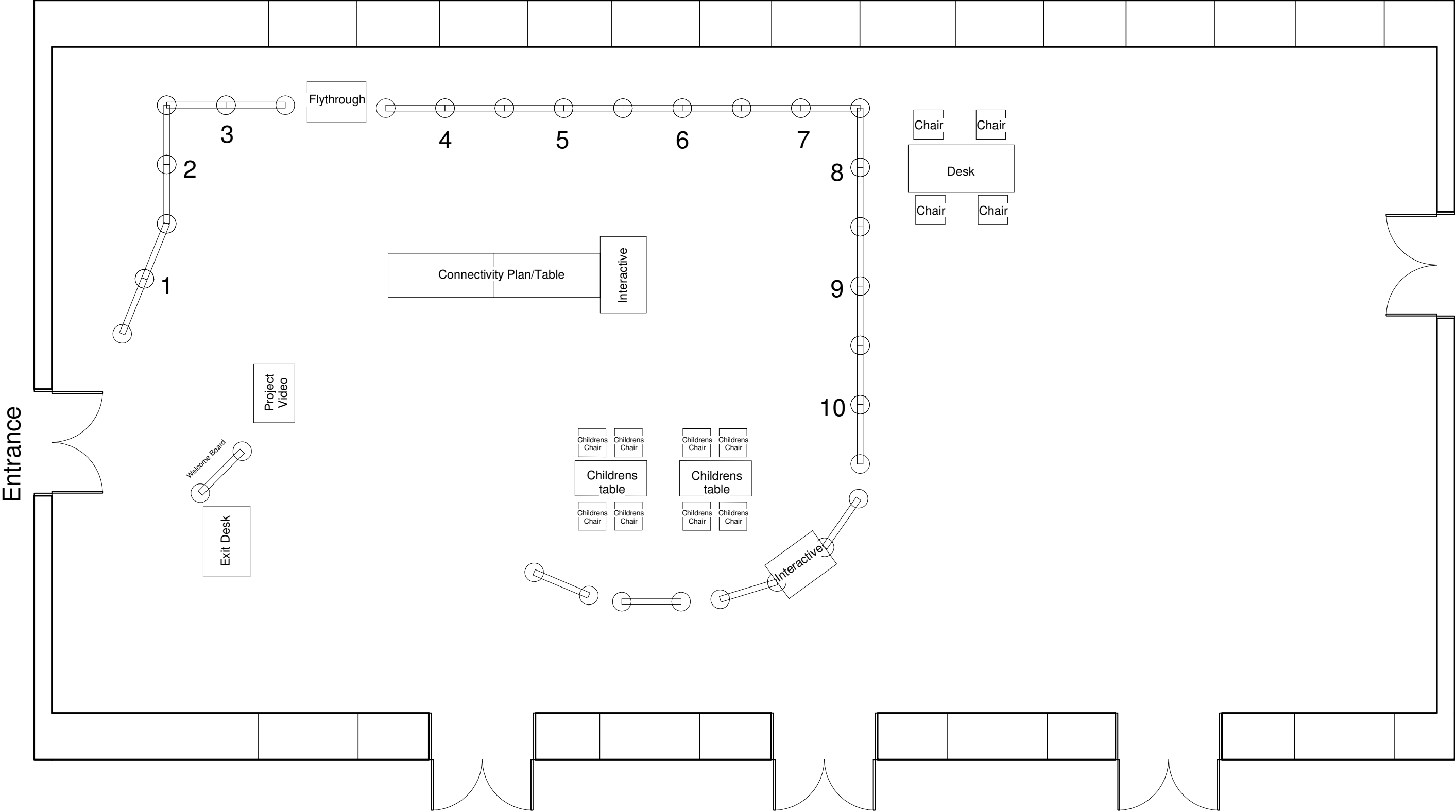
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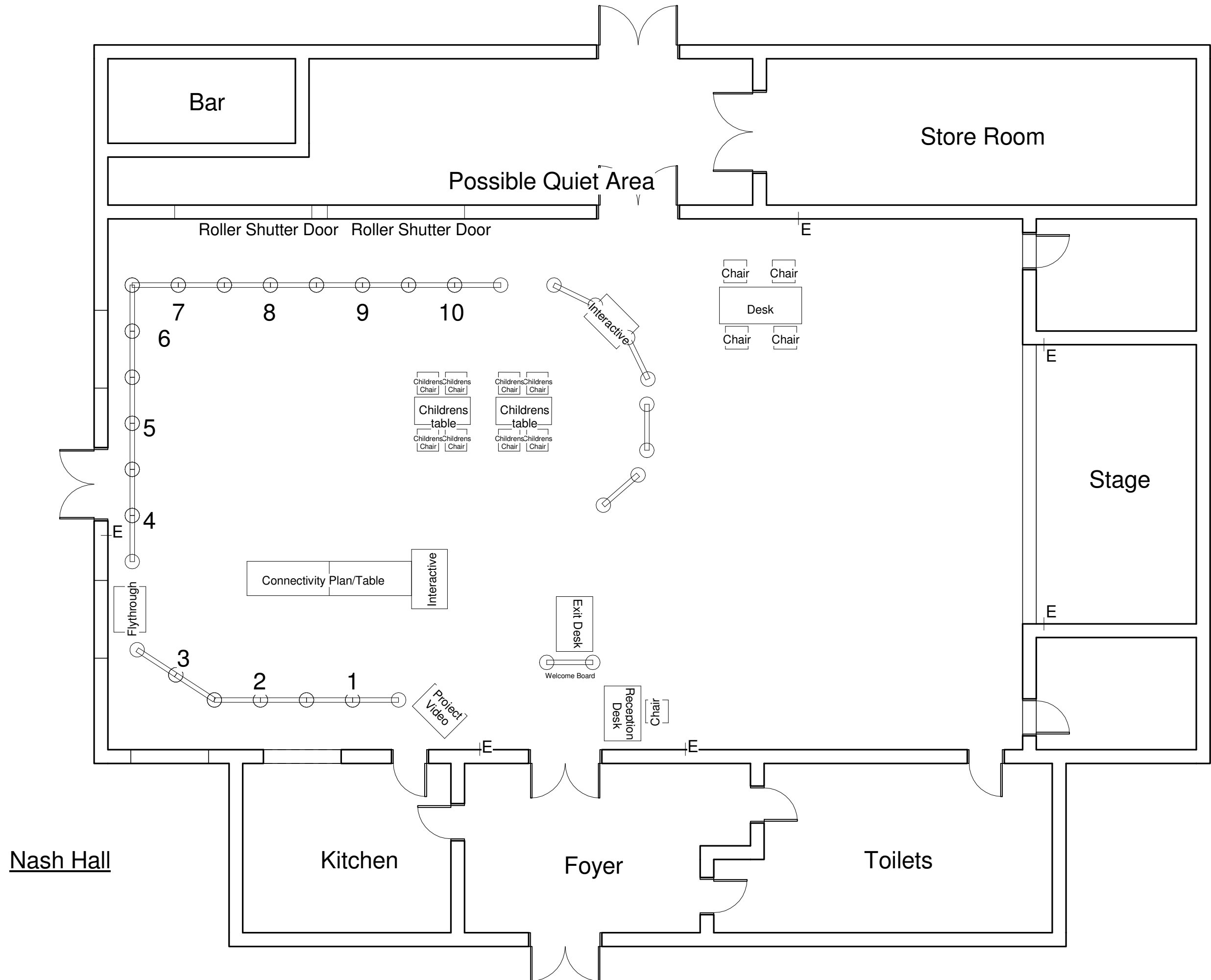
Windows on this wall

Ebenezer Baptist Hall



Lysaght Institute





INTRODUCTION

Unreliable journey times and traffic congestion, particularly during peak times, are common occurrences on the M4 around Newport. This is due to the lack of capacity and alternative routes, especially during incidents and accidents.

Following public consultation, we adopted our strategic 'Plan' for the M4 Corridor around Newport in July 2014.

WE ARE PROPOSING:

A new section of motorway between Junctions 23 and 29 south of Newport; alongside complementary measures, including:

- Improvements to safety, access arrangements and our ability to manage traffic by reclassifying the existing M4 between Magor and Castleton as a trunk road;
- Relief to Junction 23A, the local road network and access to the proposed park and ride facilities at Severn Tunnel junction railway station with a new M4/M48/B4245 connection; and
- Providing cycle and walking friendly infrastructure.

Alongside the Plan, we announced a revision of the 2006 'Preferred Route' for the new section of motorway south of Newport including the junctions at Glan Llyn and Docks Way. A 'Preferred Route' protects the route for planning purposes, to avoid development conflicts.

We have since appointed a design development team to undertake the next stage of project development. This includes further environmental surveys and development work up to publication of 'draft Statutory Orders' and an 'Environmental Statement'.

The M4 is much more than a motorway; it's essential for the Welsh people and our economy. We need it to transport ourselves, our people, goods and services throughout Wales and beyond. We need it to reach ports and airports, and we need it to serve our thriving tourist industry.

The problems around Newport discourage business investment, and are expected to get worse. We want to improve access to international markets. We need a transport system that improves our nation's economic competitiveness and encourages jobs and growth.

The M4 Corridor around Newport project is an essential part of our vision for an efficient integrated transport system. Complementary to this project, we are also taking forward a Cardiff Capital Region Metro to improve public transport within the region.

CYFLWYNIAD

Mae amseroedd teithio annibynadwy a thagfeydd traffig, yn enwedig yn ystod oriau brig, yn digwydd yn aml ar yr M4 o amgylch Casnewydd. Mae hyn oherwydd diffyg capasiti a ffyrdd amgen, yn enwedig yn ystod digwyddiadau a damweiniau.

Yn dilyn ymgynghoriad cyhoeddus, gwnaethom fabwysiadu ein 'Cynllun' strategol ar gyfer Coridor yr M4 o amgylch Casnewydd ym mis Gorffennaf 2014.

RYDYM YN CYNNIG:

Rhan newydd o draffordd rhwng Cyffyrdd 23 a 29 i'r de o Gasnewydd; ynghyd â mesurau ategol, gan gynnwys:

- Gwelliannau i ddiogelwch, trefniadau mynediad a'n gallu i reoli traffig drwy aildosbarthu llwybr presennol yr M4 rhwng Magwyr a Chas-bach yn gefnffordd;
- Ffordd liniaru i Gyffordd 23A, y rhwydwaith ffyrdd lleol a mynediad i'r cyfleusterau parcio a theithio arfaethedig wrth orsaf reilffordd Cyffordd Twnnel Hafren â chysylltiad M4/M48/B4245 newydd;
- Darparu seilwaith seiclo a cherdded.

Ynghyd â'r Cynllun, gwnaethom gyhoeddi diwygiad o 'Ddewis Lwybr' 2006 ar gyfer y rhan newydd o'r draffordd i'r de o Gasnewydd gan gynnwys cyffyrdd yng Nglan Llyn a Docks Way. Mae 'Dewis Lwybr' yn diogelu'r llwybr at ddibenion cynllunio, er mwyn osgoi unrhyw wrthdaro datblygu, ac yn dangos lleoliad cyffyrdd newydd.

Ers hynny, rydym wedi penodi tîm datblygu dylunio i ymgymryd â'r cam nesaf o ddatblygu'r prosiect. Mae hyn yn cynnwys arolygon amgylcheddol pellach a gwaith datblygu hyd at gyhoeddi 'Gorchmynion Statudol drafft' a 'Datganiad Amgylcheddol'.

Mae'r M4 cymaint yn fwy na thraffordd yn unig; mae'n hanfodol i bobl Cymru ac i'n heconomi. Mae ei hangen arnom i gludo ein pobl, nwyddau a gwasanaethau ledled Cymru a thu hwnt. Mae ei hangen arnom i gyrraedd porthladdoedd a meysydd awyr, ac mae ei hangen arnom i wasanaethu ein diwydiant twristiaeth llewyrchus.

Mae'r problemau o amgylch Casnewydd yn atal busnesau rhag buddsoddi, a disgwylir i'r sefyllfa waethgu. Rydym am wella mynediad i farchnadoedd rhyngwladol. Mae angen system drafndiaeth arnom sy'n gwella cystadleurwydd economaidd ein cenedl ac yn annog swyddi a thwrf.

Mae prosiect Coridor yr M4 o amgylch Casnewydd yn rhan hanfodol o'n gweledigaeth ar gyfer system drafndiaeth integredig ac effeithlon. Yn ogystal â'r prosiect hwn, rydym hefyd yn datblygu Metro Dinas-Ranbarth Caerdydd er mwyn gwella trafndiaeth gyhoeddus o fewn y rhanbarth.



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PROBLEMS AND AIMS

Problems have been identified with the existing M4 around Newport; covering issues of capacity, network resilience, safety and sustainable development.

VEHICLES USE THE
ROAD EVERYDAY
100,000
O GERBYDAU YN
DEFNYDDIO'R
FFORDD BOB DYDD



IN 2014 THE ROAD WAS
95% FULL
LLAWN
DEFNYDD O'R Ffordd
YN 2014

COST OF DELAYS
TO ROAD USERS
EVERY YEAR
£78M
Y GOST O OEDI I
DDEFNYDDWYR
FFORDD
BOB BLWYDDYN



PROBLEMAU A NODAU

Nodwyd problemau gyda llwybr presennol yr M4 o amgylch Casnewydd, gan gynnwys materion o ran capasiti, gwydnwch y rhwydwaith, diogelwch a datblygu cynaliadwy.

Our Aims for the M4 Corridor around Newport Project are to:

Make it easier and safer for people to access their homes, workplaces and services by walking, cycling, public transport or road.

Deliver a more efficient and sustainable transport network supporting and encouraging long-term prosperity in the region, across Wales, and enabling access to international markets.

To produce positive effects overall on people and the environment, making a positive contribution to the over-arching Welsh Government goals to reduce greenhouse gas emissions and to making Wales more resilient to the effects of climate change.

Our Aims are supported by Transport Planning Objectives, of which these four have been prioritised by the public:

1. Safer, easier and more reliable travel east-west in South Wales.
2. Best possible use of the existing M4, local road network and other transport networks.
3. More reliable journey times along the whole M4 Corridor.
4. Improved safety on the M4 Corridor between Magor and Castleton.

Ein Nodau ar gyfer Prosiect Coridor yr M4 o amgylch Casnewydd yw:

Ei gwneud hi'n haws ac yn fwy diogel i bobl gael mynediad i'w cartrefi, gweithleoedd a gwasanaethau drwy gerdded, seiclo, defnyddio trafndiaeth gyhoeddus neu ar y ffordd.

Darparu rhwydwaith trafndiaeth mwy effeithlon a chynaliadwy sy'n cefnogi ac yn annog ffyniant hirdymor yn y rhanbarth a ledled Cymru, ac yn galluogi mynediad i farchnadoedd rhyngwladol.

Sicrhau bod y prosiect yn cael effeithiau cadarnhaol ar bobl a'r amgylchedd, gan wneud cyfraniad cadarnhaol tuag at nodau cyffredinol Llywodraeth Cymru i leihau allyriadau nwyon tŷ gwydr a gwneud Cymru yn fwy gwydn i effeithiau newid yn yr hinsawdd.

Caiff ein Nodau eu hategu gan Amcanion Cynllunio Trafndiaeth ac mae'r pedwar canlynol wedi'u blaenoriaethu gan y cyhoedd:

1. Sicrhau ei bod yn haws, yn fwy diogel ac yn fwy dibynadwy i deithio o'r dwyrain i'r gorllewin yn Ne Cymru.
2. Gwneud y defnydd gorau posibl o lwybr presennol yr M4, y rhwydwaith ffyrdd lleol a rhwydweithiau trafndiaeth eraill.
3. Amseroedd teithio mwy dibynadwy ar hyd Coridor cyfan yr M4.
4. Gwell diogelwch ar Goridor yr M4 rhwng Magwyr a Chas-bach.



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THE PROJECT / Y PROSIECT

AN OVERVIEW / TROSOLWG

PROPOSALS: The 23km new section of 3-lane motorway would run south of Newport, between Magor and Castleton. It would run through or close to the Llanwern Steelworks, Gwent Levels, Newport Docks, and Docks Way landfill. It would cross the River Usk with a new bridge. The existing M4 route would be reclassified as part of the complementary measures, including improved access to Caerleon, St Julians and the Magor/Undy/Rogiet area. There would also be provision for pedestrians, cyclists and equestrians.

CYNIGION: Byddai'r rhan 23km newydd o draffordd tair lôn yn rhedeg i'r de o Gasnewydd, rhwng Magwyr a Chas-bach. Byddai'n rhedeg drwy neu'n agos at Waith Dur Llanwern, Gwastadeddau Gwent, Dociau Casnewydd a safle tirlenwi Docks Way. Byddai pont newydd yn cael ei chodi ar draws Afon Wysg. Byddai llwybr presennol yr M4 yn cael ei ailddosbarthu fel rhan o'r mesurau ategol, gan gynnwys gwell mynediad i Gaerllion, St Julians ac ardal Magwyr/Gwndy/Rogiet. Byddai darpariaeth hefyd ar gyfer cerddwyr, seiclwyr a marchogion.

RIVER USK BRIDGE: The new bridge across the River Usk and Newport Docks would be a 440m main span cable-stayed bridge (a similar structure to the Second Severn Crossing). It would be the second longest bridge structure of its type in Wales and the fourth longest in the UK.

PONT AFON WYSG: Byddai'r bont newydd ar draws Afon Wysg a Dociau Casnewydd yn bont ceblau â phrif rychwant o 440m (strwythur tebyg i Ail Groesfan Hafren). Hwn fyddai'r strwythur pont hiraf ond un o'i fath yng Nghymru a'r pedwerydd hiraf yn y DU.

BENEFIT: The project would improve journey times and reliability by providing a new road and reducing congestion on the existing M4. The project would also greatly improve the ability of the transport network to cope during times of incidents and delays.

BUDD: Byddai'r prosiect yn gwella amseroedd teithio, dibynadwydd a hefyd yn lleihau tagfeydd ar lwybr presennol yr M4. Byddai'r prosiect hefyd yn sicrhau bod y rhwydwaith trafnidiaeth yn gallu ymdopi'n llawer gwell pan fyddai digwyddiadau ac oedi.



JUNCTIONS: An interchange at Magor with new B4245/M48/M4 connection would reduce traffic through Magor and improve accessibility, including to Severn Tunnel Junction railway station. Intermediate junctions at Glan Llyn and Docks Way would connect into existing roads at the A4810 and A48, serving Newport and its development sites, the proposed Llanwern railway station and the Newport Docks. An interchange at Castleton would connect the route between Newport and Cardiff.

CYFFYRDD: Byddai cyfnewidfa ym Magwyr gyda chysylltiad B4245/M48/M4 newydd yn lleihau traffig drwy Fagwyr ac yn gwella hygyrchedd, gan gynnwys i orsaf reilffordd Cyffordd Twnnel Hafren. Byddai cyffyrdd canolog yng Nglan Llyn a Docks Way yn cysylltu â ffyrdd presennol ar yr A4810 a'r A48, gan wasanaethu Casnewydd a'i safleoedd datblygu, gorsaf reilffordd arfaethedig Llanwern a Dociau Casnewydd. Byddai cyfnewidfa yng Nghas-bach yn cysylltu'r llwybr rhwng Casnewydd a Chaerdydd.

TRAFFIC: The new section of road would take about half of all traffic and most of the Heavy Goods Vehicles (HGVs) off the existing M4 around Newport. The existing M4 would continue to carry traffic connecting north of Newport, such as to the A4042 and A449.

TRAFFIC: Byddai'r rhan newydd o'r ffordd yn cymryd tua hanner yr holl draffig a'r rhan fwyaf o'r Cerbydau Nwyddau Trwm oddi ar lwybr presennol yr M4 o amgylch Casnewydd. Byddai llwybr presennol yr M4 yn parhau i gludo traffig sy'n teithio i'r gogledd o Gasnewydd, er enghraifft i'r A4042 a'r A449.

RECLASSIFICATION: Reclassification of the existing M4 around Newport as a trunk road, or 'A' road, would allow us to make changes to enable traffic management, safety and revised access arrangements, such as reopening the Caerleon junction. This will improve accessibility along the northern side of Newport.

AILDDOSBARTHU: Byddai ailddosbarthu llwybr presennol yr M4 o amgylch Casnewydd fel cefnffordd, neu ffordd 'A', yn ein galluogi i gyflwyno newidiadau er mwyn rheoli traffig, sicrhau diogelwch a rhoi trefniadau mynediad diwygiedig ar waith, fel ailagor cyffyrdd Caerllion. Bydd hyn yn gwella hygyrchedd ar hyd ochr ogleddol Casnewydd.



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NEW SECTION OF MOTORWAY DIAGRAM

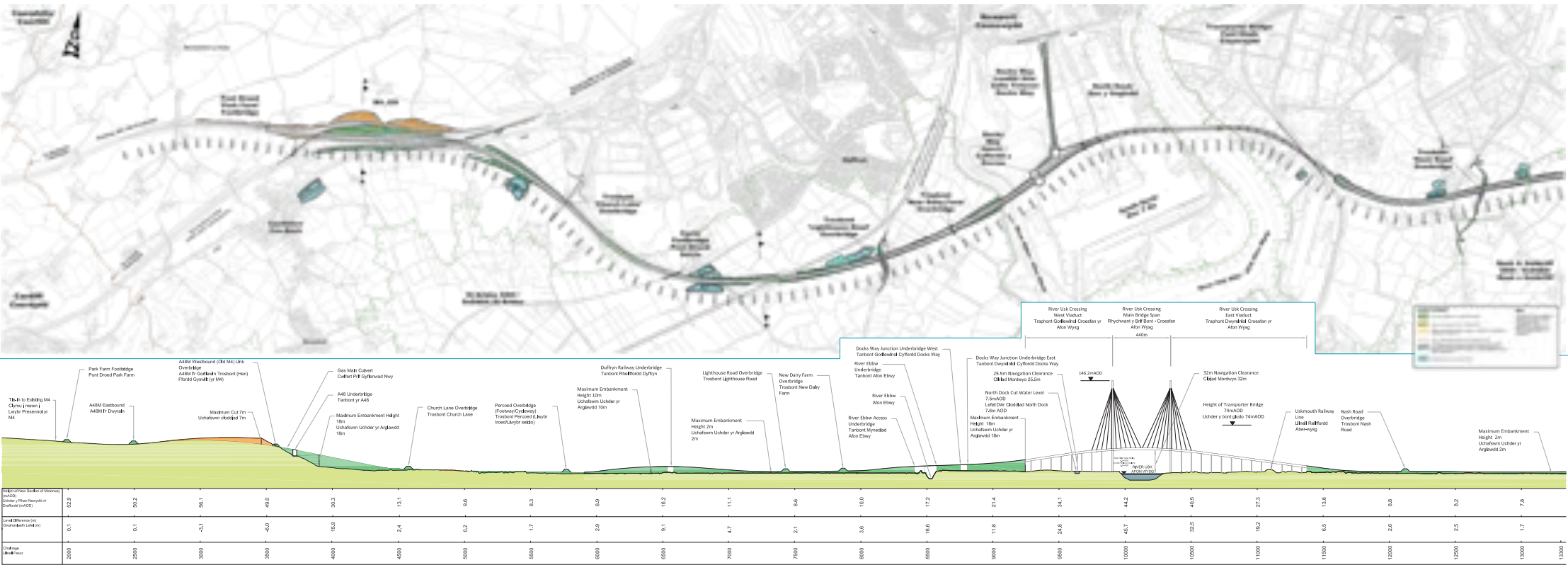
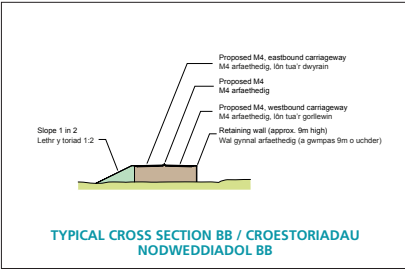
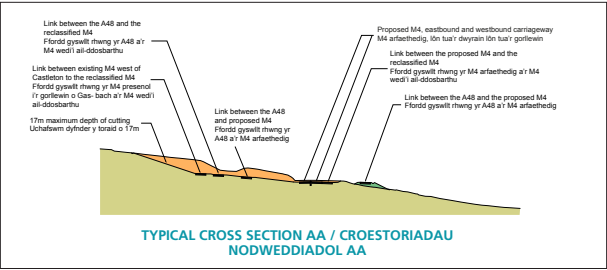
DIAGRAM O'R RHAN NEWYDD O'R DRAFFORDD

M4 JUNCTION 29 TO NASH ROAD

M4 CYFFYRDD 29 i NASH ROAD

September / Medi 2015

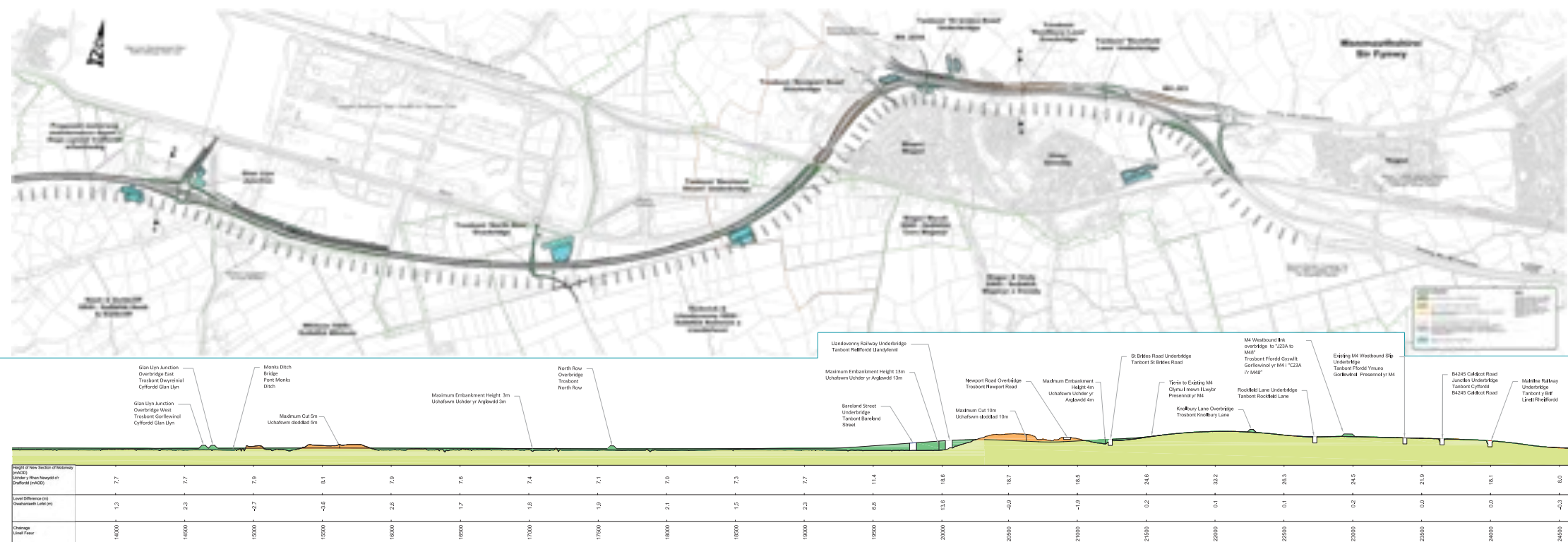
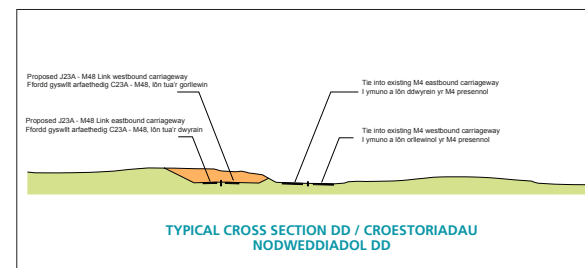
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GLAN LLYN TO M4 JUNCTION 23

GLAN LLYN i M4 CYFFYRDD 23

5



SUSTAINABLE DEVELOPMENT / DATBLYGU CYNALIADWY

THE ENVIRONMENT / YR AMGYLCHEDD

CASTLETON

Changes to the existing junction would be integrated into the landscape with woodland planting, providing additional habitat for woodland species, including dormice. This would replace the existing mature tree belts and woodland affected by the project.

RIVER USK: Special Areas of Conservation (SAC)

The River Usk is of international and national importance for its migratory fish and otters and is legally protected. The design and construction of the new bridge across the Usk would avoid the river channel. The land on both sides of the River Usk is industrialised and contains areas of contamination, which would be avoided or cleaned up during construction.

MAGOR

Views of the existing M4 are mainly screened by vegetation, this would also be the case for the new road and new junction between Magor and Rogiet. New lengths of road would be either further away from the majority of residents or in cutting.

GWENT LEVELS: Sites of Special Scientific Interest (SSSI)

The Gwent Levels is an extensively managed, designated historic, man made landscape reclaimed from the sea. They consist of complex drainage network of interconnected rivers, reens (wide ditches) and smaller field ditches, with grazing marsh between.

Today the Gwent Levels support an important collection of flora and fauna, particularly invertebrates in the reens, and locally the Shrill Carder bee. The Levels are also a designated historic landscape.

The carefully chosen route means the land required for the project is less than 2% of the total Gwent Levels SSSI area. Large reens would pass under the new section of motorway with smaller watercourses diverted to maintain the drainage network. A greater length of reen would be provided than would be lost to the project.

The new section of motorway would be as low as possible (between 1 and 3 metres high), and where practicable, it would follow the historic landscape pattern across the Levels. This ensures integration of the new road with the local landscape. It is anticipated that existing waste material in the steelworks site on the Levels would be treated and used within the project.

CAS-BACH

Byddai newidiadau i'r gyffordd bresennol yn cael eu hintegreiddio i'r dirwedd. Byddai coetir yn cael ei blannu, gan ddarparu cynefin ychwanegol i rywogaethau coetir, gan gynnwys pathewod. Byddai hyn yn disodli'r lleiniau coed aeddfed a'r coetir presennol y bydd y prosiect yn effeithio arnynt.

AFON WYSG: Ardaloedd Cadwraeth Arbennig (ACA)

Mae Afon Wysg o bwysigrwydd rhyngwladol a chenedlaethol oherwydd ei physgod mudol a'i dyfrgwn a chaiff ei diogelu'n gyfreithiol. Byddai dyluniad y bont newydd a'r gwaith o'i chodi ar draws Afon Wysg yn osgoi sianel yr afon. Mae'r tir ar ddwy lan Afon Wysg yn ddiwydiannol ac yn cynnwys ardaloedd llygredig a fyddai'n cael eu hosgoi neu eu glanhau yn ystod y gwaith adeiladu.

MAGWYR

Caiff golygfeydd o lwybr presennol yr M4 eu cuddio'n bennaf gan llystyfiant a bydd hyn hefyd yn wir am y ffordd newydd a'r gyffordd newydd rhwng Magwyr a Rogiet. Byddai rhannau newydd o'r ffordd naill ai ymhellach i ffwrdd o'r rhan fwyaf o breswylwyr neu mewn cloddiaid.

GWASTADEDDAU GWENT: Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGAau)

Mae Gwastadeddau Gwent yn dirwedd o wneuthuriad dyn a adferwyd o'r môr sydd wedi'i dynodi'n hanesyddol ac a gaiff ei rheoli'n eang. Maent yn cynnwys rhwydwaith draenio cymhleth o afonydd rhyng-gysylltiedig, ffosydd draenio eang a ffosydd llai mewn caeau, gyda chors bori rhyngddynt.

Heddiw, mae Gwastadeddau Gwent yn cefnogi casgliad pwysig o fflora a ffawna, yn enwedig anifeiliaid di-asgwrn-cefn yn y ffosydd draenio ac, yn lleol, y wenynen Shrill Carder. Maent hefyd yn dirwedd hanesyddol ddynodedig.

Mae'r llwybr a ddewiswyd yn ofalus yn golygu mai dim ond 2% o gyfanswm ardal SoDdGA Gwastadeddau Gwent sydd ei angen ar gyfer y prosiect. Byddai ffosydd draenio mawr yn rhedeg o dan y rhan newydd o'r draffordd gyda chysiau dŵr llai o faint yn cael eu dargyfeirio er mwyn cynnal y rhwydwaith draenio. Byddai ffosydd draenio a ddarperir yn hirach na'r rhai a gaiff eu colli i'r prosiect.

Byddai'r rhan newydd o'r draffordd mor isel â phosibl (rhwng 1 a 3 metr o uchder) a, lle y bo'n ymarferol, byddai'n dilyn patrwm y dirwedd hanesyddol ar draws y Gwastadeddau. Bydd hyn yn sicrhau bod y ffordd newydd yn cael ei hintegreiddio i'r dirwedd leol. Rhagwelir y byddai'r deunydd gwastraff presennol ar safle'r gwaith dur ar y Gwastadeddau yn cael ei drin a'i ddefnyddio fel rhan o'r prosiect.



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LESS THAN / LLAI NA



PLANT & MAINTAIN
60 HECTARES
OF NEW WOODLAND

PLANNU A CHYNNAL
60 HECTAR
O GOETIR NEWYDD



MORE THAN 1/2 OF THE
ROUTE IS BROWNFIELD LAND



MAE MWY NA 1/2 Y
LLWYBR AR DIR LLWYD

WHAT ARE WE DOING NOW? / BETH RYDYM YN EI WNEUD NAWR?

ENVIRONMENTAL SURVEYS

The project team are continuing with a range of environmental surveys to develop environmental mitigation and enhancement measures.

You may have noticed equipment in the study area, collecting data on ecological habitats, noise levels, air quality, and even geological conditions.

AROYOGON AMGYLCHEDDOL

Mae tîm y prosiect yn parhau i gynnal amrywiaeth o aroygon amgylcheddol er mwyn datblygu mesurau lliniaru a gwella amgylcheddol.

Efallai i chi sylwi ar offer yn ardal yr astudiaeth sy'n casglu data ar gynefinoedd ecolegol, lefelau sŵn, ansawdd yr aer a hyd yn oed amodau daearegol.

DESIGN DEVELOPMENT

With your feedback we continue to develop our proposals for the new section of motorway, reclassification of the existing M4 and cycling and walking measures ready for consideration at the anticipated Public Local Inquiry.

DATBLYGU'R DYLUNIAD

Gyda'ch adborth, rydym yn parhau i ddatblygu ein cynigion ar gyfer y rhan newydd o'r draffordd, ailddosbarthu llwybr presennol yr M4 a mesurau seiclo a cherdded yn barod i'w hystyried yn yr Ymchwiliad Lleol Cyhoeddus disgwylidig.

STAKEHOLDER CONSULTATION

We have already engaged with many stakeholders including land owners, environmental organisations, community groups, businesses, local authorities, access groups and other organisations.

For example, feedback is helping us to develop proposals for pedestrians, cyclists and equestrians in terms of maintaining, replacing or improving their infrastructure (such as footpaths, cycle ways and bridleways).

YMGYNGHORI Â RHANDDEILIAID

Rydym eisoes wedi cysylltu â llawer o randdeiliaid gan gynnwys tîrfeddianwyr, sefydliadau amgylcheddol, grwpiau cymunedol, busnesau, awdurdodau lleol, grwpiau mynediad a sefydliadau eraill.

Er enghraifft, mae'r adborth a gawn yn ein helpu i lunio cynigion ar gyfer cerddwyr, seiclwyr a marchogion o ran cynnal, disodli neu wella'r seilwaith a ddefnyddir ganddynt (fel llwybrau troed, llwybrau seiclo a llwybrau ceffylau).

LAND / ACCESS

Earlier this year 'Land Interest Questionnaires' were sent to around 450 people in the vicinity of the new section of motorway.

Our Public Liaison Officer Brian Greaves is meeting and assisting landowners wherever necessary.

These information exhibitions are also seeking your feedback on how we are proposing to deal with lands matters such as side roads and local access.

TIR / MYNEDIAD

Yn gynharach eleni, anfonwyd 'Holiaduron Buddiant Tir' i tua 450 o bobl yng nghyffiniau'r rhan newydd o'r draffordd.

Mae ein Swyddog Cyswllt y Cyhoedd, Brian Greaves, yn cyfarfod â thirfeddianwyr ac yn eu helpu pan fo angen.

Mae'r arddangosfeydd gwybodaeth hyn hefyd yn ceisio adborth gennych ynghylch sut rydym yn cynnig delio â materion yn ymwneud â thir fel ffyrdd ymyl a mynediad lleol.



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SUSTAINABLE DEVELOPMENT / DATBLYGU CYNALIADWY

THE ECONOMY / YR ECONOMI

The delays on the existing M4 increase the cost of moving goods and for business travel. Other factors – such as population increase and the future reduction or removal of tolling on the Severn Crossings – would result in higher overall volumes of traffic, worsening the situation. Existing legislation allowing the collection of tolls across the River Severn will expire by 2027.

WIDER ECONOMIC IMPACTS

The quality of a transport network influences people and companies decisions about where to work, where to live and where to invest. The M4 motorway provides the primary east/west strategic road link that underpins the economy of South Wales, supporting two-thirds of Welsh GDP. It also supports the regional and national economy by providing a strategic link between Wales and the rest of the UK.

As the primary transport gateway to South Wales, the experience of using the M4 is likely to influence people's perceptions of the quality of the transport network and, therefore, the experience of doing business in Wales more generally. There is a gap in economic performance between Wales and England. In 2013, Gross Value Added (GVA) per head (a recognised measure of economic performance) in Wales was just 72% of the UK average (Office for National Statistics). GVA per capita in Cardiff and the Vale or Glamorgan is 20% lower than that of the City of Bristol. The quality of the transport network is a factor in this 'productivity gap' between England and Wales.

This project would greatly improve the efficiency of our transport network, reducing transport costs for businesses in South Wales, increasing competitiveness and allowing us to compete in new markets. Importantly, the project would:

- Reduce journey times between key economic centres.
- Provide better access to employment in South Wales.
- Bring new investment - the majority of businesses report a perceived decline in network quality. Surveys show 99% of companies report that quality infrastructure impacts on future investment decisions.
- Improve access to development and employment sites such as the Glan Llyn development, west Newport and Newport Docks.

The project would be funded through a combination of UK Government borrowing and Welsh Government Transport budgets. It is anticipated that ¾ of the costs of the project would be spent with the Welsh supply chain, with the remainder being spent on specialist products and services not currently available locally, like the cables for the River Usk Crossing.

Mae'r oedi ar lwybr presennol yr M4 yn cynyddu'r costau sy'n gysylltiedig â symud nwyddau a theithiau busnes. Byddai ffactorau eraill - fel lleihau'r tollau a godir ar Groesfannau Afon Hafren yn y dyfodol neu eu dileu'n gyfan gwbl - yn arwain at lefelau uwch o drafft yn gyffredinol ac yn gwneud y sefyllfa'n waeth. Bydd y ddeddfwriaeth bresennol sy'n caniatáu casglu tollau ar draws Afon Hafren yn dod i ben erbyn 2027.

EFFEITHIAU ECONOMAIDD EHANGACH

Mae ansawdd rhwydwaith trafnidiaeth yn dylanwadu ar benderfyniadau pobl a chwmnïau ynghylch ble i weithio, ble i fyw a ble i fuddsoddi. Mae traffordd yr M4 yn darparu'r prif gyswllt ffordd strategol dwyrain/gorllewin sy'n ategu economi De Cymru, gan gefnogi dwy ran o dair o CDG Cymru. Mae hefyd yn cefnogi'r economi ranbarthol a chenedlaethol drwy ddarparu cyswllt strategol rhwng Cymru a gweddill y DU.

Fel y prif borth trafnidiaeth i Dde Cymru, mae'r profiad o ddefnyddio'r M4 yn debygol o ddylanwadu ar ganfyddiadau pobl o ansawdd y rhwydwaith trafnidiaeth ac, felly, y profiad o wneud busnes yng Nghymru yn fwy cyffredinol. Mae bwlch mewn perfformiad economaidd rhwng Cymru a Lloegr. Yn 2013, roedd Gwerth Ychwanegol Gros (GYG) y pen (mesur cydnabyddedig o berfformiad economaidd) yng Nghymru yn cyfateb i ddim ond 72% o'r swm cyfatebol cyfartalog ar gyfer y DU (Y Swyddfa Ystadegau Gwladol). Mae GYG y pen yng Nghaerdydd a Bro Morgannwg 20% yn is nag yn Ninas Bryste. Mae ansawdd y rhwydwaith trafnidiaeth yn ffactor yn y 'bwlch cynhyrchiant' hwn rhwng Cymru a Lloegr.

Byddai'r prosiect hwn yn sicrhau bod ein rhwydwaith trafnidiaeth yn llawer mwy effeithlon, gan leihau costau trafnidiaeth i fusnesau yn Ne Cymru, cynyddu cystadleurwydd a'n galluogi i gystadlu mewn marchnadoedd newydd. Yn bwysig ddigon, byddai'r prosiect yn:

- Lleihau amseroedd teithio rhwng canolfannau economaidd allweddol.
- Darparu gwell mynediad i gyflogaeth yn Ne Cymru.
- Denu buddsoddiad newydd - mae'r rhan fwyaf o fusnesau yn nodi dirywiad canfyddedig yn ansawdd y rhwydwaith. Yn ôl arolygon, noda 99% o gwmnïau fod seilwaith o ansawdd da yn effeithio ar benderfyniadau buddsoddi yn y dyfodol.
- Gwella mynediad i safleoedd datblygu a chyflogaeth fel datblygiad Glan Llyn, gorllewin Casnewydd a Dociau Casnewydd.

Byddai'r prosiect yn cael ei ariannu drwy gyfuniad o fenthyciadau gan Lywodraeth y DU a chyllidebau Trafnidiaeth Llywodraeth Cymru. Rhagwelir y byddai tri chwarter o gostau'r prosiect yn cael eu gwario yn y gadwyn gyflenwi yng Nghymru, gyda'r gweddill yn cael eu gwario ar gynhyrchion a gwasanaethau arbenigol nad ydynt ar gael yn lleol ar hyn o bryd, fel ceblau ar gyfer Croesfan Afon Wysg.



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 **SCHEME COST**
£1 BILLION
BILIWN
COST Y CYNLLUN

With the majority spent in Wales
Gan wario'r rhan fwyaf yng Nghymru

**EVERY £1 SPENT ON THE
MOTORWAY = £2 IN BENEFITS**

 **£1** =  **£2**
AM BOB £1 CAIFF EI
GWARIO AR Y DRAFFORDD
= £2 MEWN BUDDIANNAU

NEW JOBS CREATED

6,500+

O SWYDDI NEWYDD YN
CAEL EU CREU



SUSTAINABLE DEVELOPMENT / DATBLYGU CYNALIADWY

CYMDEITHAS

Congestion on the existing M4 around Newport is already impacting on business performance and the level of congestion is expected to increase. The project aims to provide economic benefits and support the regeneration of Newport, benefitting the people of South Wales, now and in the future. The impacts and benefits to people as a result of the project would be expected to fall into three categories:

a) Road users; b) Local communities; and c) Pedestrians, cyclists and equestrians

Benefits would involve safety, access to services and facilities, health and wellbeing, and social through employment and skills opportunities. How these types of benefit would impact on each group of people is shown below.

ACCESSIBILITY

By reducing congestion on the existing motorway and local road network, Newport would experience reduced severance issues. The continuity of the local networks would be maintained through: minimised diversions of public rights of way, the provision of appropriate crossing facilities and additional routes. Additional and enhanced routes for pedestrians, cyclists and equestrians would improve accessibility for people to key destinations, including local communities, facilities, services, and places of employment.

HEALTH AND WELLBEING

The project would contribute to general well-being by providing benefits to safety, air and noise quality. The improved driver experience would reduce stress by providing a new free flowing route to motorway standards and improving travel conditions along the existing M4. Additional or improved provision for pedestrians, cyclists and equestrians would encourage active travel for shorter journeys, and has the potential to bring benefits to physical fitness.

EMPLOYMENT OPPORTUNITIES

It is estimated that construction of the project would employ the equivalent of around 600 full time workers. We would maximise opportunities for local people in terms of recruitment and training. 20% of the labour force would also be made up of local new entrants to work with apprenticeship opportunities.

AIR QUALITY AND NOISE

Residents of Newport close to the existing M4 experience poor air quality and high baseline noise as a result of motorway traffic. Reducing the mix of long distance and local traffic would provide an improvement of around 15% in local air quality, together with a noticeable reduction in traffic noise, providing health benefits. Any potential air quality and traffic noise impacts as a consequence of the new section of motorway south of Newport would be minimised by avoiding the problems on the existing M4 such as frequent lane changing and stop-start traffic.

Mae tagfeydd ar lwybr presennol yr M4 o amgylch Casnewydd eisoes yn cael effaith ar berfformiad busnesau a disgwyliar i'r lefel o dagfeydd gynyddu. Nod y prosiect yw sicrhau buddiannau economaidd a chefnogi'r gwaith o adfywio Casnewydd, gan ddod â budd i bobl De Cymru, nawr ac yn y dyfodol. Disgwylir y byddai'r buddiannau a sicrhau i bobl yn sgil y prosiect a'r effeithiau arnynt yn dod o dan dri chategori:

a) Defnyddwyr y ffordd; b) Cymunedau lleol; c) Cerddwyr, seiclwyr a marchogion

Byddai'r buddiannau'n cynnwys diogelwch, mynediad i wasanaethau a chyfleusterau, iechyd a lles, a buddiannau cymdeithasol drwy gyfleoedd cyflogaeth a sgiliau. Dangosir sut y byddai'r mathau hyn o fuddiannau yn effeithio ar bob grŵp o bobl isod.

HYGYRCHEDD

Drwy leihau tagfeydd ar y draffordd bresennol a'r rhwydwaith ffyrdd lleol, byddai Casnewydd yn profi llai o ymwahanu. Byddai parhad rhwydweithiau lleol yn cael ei gynnal drwy'r canlynol: lleihau nifer yr hawliau tramwy cyhoeddus a gaiff eu dargyfeirio cymaint â phosibl, darparu cyfleusterau croesi priodol a llwybrau ychwanegol. Byddai llwybrau ychwanegol a gwell i gerddwyr, seiclwyr a marchogion yn gwella mynediad pobl i gyrchfannau allweddol, gan gynnwys cymunedau lleol, cyfleusterau, gwasanaethau a manau cyflogaeth.

IECHYD A LLES

Byddai'r prosiect yn cyfrannu at les cyffredinol drwy sicrhau buddiannau o ran diogelwch, ansawdd yr aer a sŵn. Byddai'r profiad gwell i yrrwyr yn lleihau straen drwy ddarparu llwybr llyfn newydd i safonau'r draffordd a gwella amodau teithio ar hyd llwybr presennol yr M4. Byddai darpariaeth ychwanegol neu well i gerddwyr, seiclwyr a marchogion yn annog teithio llesol ar gyfer teithiau byrrach, a gallai hefyd ddod â buddiannau o ran ffitrwydd corfforol.

CYFLEOEDD GWAITH

Amcangyfrifir y byddai tua 600 o weithwyr llawn amser yn cael eu cyflogi i ymgymryd â'r gwaith o adeiladu'r prosiect. Byddem yn cynyddu cyfleoedd i bobl leol o ran recriwtio a hyfforddiant. Byddai 20% o'r gweithlu hefyd yn cynnwys newydd-ddyfodiaid lleol a fyddai'n gweithio fel prentisiaid.

ANSAWDD YR AER A SŴN


Mae trigolion Casnewydd sy'n byw'n agos at lwybr presennol yr M4 yn profi ansawdd aer gwael a sŵn sylfaenol uchel o ganlyniad i draffig y draffordd. Byddai lleihau'r cymysgedd o draffig pellter hir a lleol yn arwain at welliant o tua 15% yn ansawdd yr aer lleol ynghyd â gostyngiad amlwg yn sŵn y traffig, gan sicrhau buddiannau iechyd. Cai unrhyw effeithiau posibl o ran ansawdd yr aer a sŵn traffig o ganlyniad i'r rhan newydd o'r draffordd i'r de o Gasnewydd eu lleihau drwy osgoi'r problemau sy'n bodoli ar lwybr presennol yr M4 fel newid lonydd yn aml a thraffig yn stopio a chychwyn.



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AVERAGE JOURNEY TIMES
WILL IMPROVE BY AT LEAST

 **10 MINUTES**
MUNUD

Y GWELLIANT LLEIAF MEWN
AMSWEROEDD TEITHIO ARFEROL


60%

LESS TRAFFIC THROUGH
BRYNGLAS TUNNELS
YN LLAI O DRAFFIG
DRWY DWNELI BRYNGLAS

BYDD ANSAWDD YR AER YN GWELLA HYD AT 15% O AMGYLCH LLWYBR PRESENNOL YR M4
AIR QUALITY WILL IMPROVE BY UP TO 15% AROUND THE EXISTING M4
 **15%**

WHAT HAPPENS NEXT? / BETH SY'N DIGWYDD NESAF?

YOUR FEEDBACK WILL HELP US SHAPE THE DESIGN, LOCAL ACCESS AND ASSOCIATED LAND REQUIREMENTS

BYDD EICH ADBORTH YN EIN HELPU I LYWIO GOFYNION CYNLLUNIO, MYNEDIAD LLEOL A GOFYNION TIR CYSYLLTIEDIG

PROGRAMME

ACTIVITY	KEY DATE	WHAT DOES THIS MEAN FOR THE PUBLIC?
Publication of Draft Statutory Orders and an Environmental Statement	Spring 2016	These will set out the land that would be required to build the scheme and the environmental mitigation work that would be involved. You will then have the opportunity to formally object, support, make representations or suggest alternatives.
Public Local Inquiry	Autumn 2016	An independent Inspector would hear evidence, in front of the public, from interested parties and stakeholders. The Inspector would make a recommendation to the Welsh Ministers on how to proceed.
Welsh Minister's Decision to make the Statutory Orders	Autumn / Winter 2017	The Welsh Ministers would decide whether to make Statutory Orders and to go ahead with the construction of the project.
Commence Construction	Spring 2018	Works to build the new section of motorway would start.
New section of motorway open	Autumn 2021	The new section of motorway would be open to the public and works to reclassify the existing M4 route would start.

Should you have any comments or queries, please do not hesitate to discuss with a member of the project team here today, or contact us via the details below.

HOW TO CONTACT US

To find out more information visit: gov.wales/m4newport

Or contact our public liaison officer, Brian Greaves:

Email: Brian.Greaves@costain.com

Telephone: 0845 600 2664

RHAGLEN

GWEITHGAREDD	DYDDIAD ALLWEDDOL	BETH MAE HYN YN EI OLYGU I'R CYHOEDD?
Cyhoeddi Gorchmynion Statudol Drafft a Datganiad Amgylcheddol	Gwanwyn 2016	Bydd y rhain yn amlinellu'r tir y byddai ei angen i adeiladu'r cynllun a'r gwaith lliniaru amgylcheddol. Byddai cyfle ffurfiol ar ôl hyn i chi wrthwynebu, cefnogi, gwneud sylwadau, neu awgrymu llwybrau amgen i'r cynllun.
Ymchwiliad Lleol Cyhoeddus	Hydref 2016	Byddai Arolygydd annibynol yn gwrandao tystiolaeth, o flaen y cyhoedd, gan bartion â diddordeb a rhanddeiliaid. Byddai'r Arolygydd yn gwneud argymhellid i Weinidog Cymru ar sut i fwrw ati.
Penderfyniad Gweinidogion Cymru i wneud y Gorchmynion Statudol	Hydref / Gaeaf 2017	Byddai Gweinidogion Cymru yn penderfynu a ddylid gwneud y Gorchmynion Statudol a bwrw ati i adeiladu'r prosiect.
Dechrau'r gwaith adeiladu	Gwanwyn 2018	Byddai'r gwaith o adeiladu'r rhan newydd o draffordd yn dechrau.
Rhan newydd o'r draffordd yn agor	Hydref 2021	Byddai'r rhan newydd o draffordd yn cael ei agor i'r cyhoedd, a byddai'r gwaith o ailddosbarthu llwybr presennol yr M4 yn dechrau.

Os oes gennych unrhyw sylwadau neu ymholiadau, mae croeso i chi eu trafod ag aelod o dîm y prosiect yma heddiw, neu gallwch gysylltu â ni drwy'r manylion isod.

SUT I GYSYLLTU Â NI

Am ragor o wybodaeth, ewch i: llyw.cymru/m4casnewydd

Neu cysylltwch â'n swyddog cyswllt y cyhoedd, Brian Greaves:

E-bost: Brian.Greaves@costain.com

Ffôn: 0845 600 2664



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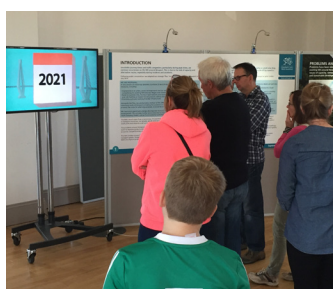
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Coridor yr M4 o amgylch Casnewydd M4 Corridor around Newport

Atodiad C: Copïau o'r Arolwg wrth Ymadael a'r Arolwg Boddhad drwy dyfais sgrîn gyffwrdd

Appendix C: Copies of the Exit Survey and touch screen device Satisfaction Survey



THE M4 CORRIDOR AROUND NEWPORT PROJECT

PROSIECT CORIDOR YR M4 O AMGYLCH CASNEWYDD



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Public Information Exhibition Exit Survey

Thank you for attending this public information exhibition. We would be grateful if you would take a couple of minutes to share your experience today. This will help us to identify where we can make Improvements for future engagement activities.

1. Are you attending this exhibition?

On behalf of yourself

☐

On behalf of an organisation

☐

2. Which of the following venues did you attend?

Castleton Village Hall

☐

Nash Community Centre

☐

Magor Baptist Church

☐

Caerleon Town Hall

☐

Newport Lysaght Institute

☐

Swansea - Bus Station

☐

Cardiff - St Davids
Shopping Centre

☐

Newport - Kingsway
Shopping Centre

☐

Carmarthen Market

☐

3. How have you heard about the public information exhibitions?

Poster / Leaflet / Flyer

☐

Newspaper / Magazine

☐

Internet

☐

Radio

☐

Other (Please specify)

4. Which of the following information available today have you found most helpful?

Maps and drawings

☐

Video

☐

Information display panels

☐

Speaking with the project team

☐

3D Flythrough

☐

Brochure

☐

Other (Please specify)

5. Do you agree or disagree that the exhibition has helped you understand the proposals?

Strongly
agree

☐

Tend to
agree

☐

Neither agree
nor disagree

☐

Tend to
disagree

☐

Strongly
disagree

☐

6. Is there anything we could have done to improve the public information exhibition that you attended?

7. Do you have any other comments?

THANK YOU FOR YOUR TIME

THE M4 CORRIDOR AROUND NEWPORT PROJECT

PROSIECT CORIDOR YR M4 O AMGYLCH CASNEWYDD



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Arolwg Wrth Ymadael O'r Arddangosfa Gwybodaeth I'r Cyhoedd

Diolch am ddod i'r arddangosfa gwybodaeth i'r cyhoedd hon. Byddem yn ddiolchgar pe baech yn gallu treulio ychydig funudau i rannu eich profiad heddiw. Bydd hyn yn ein helpu i nodi sut y gallwn wella gweithgareddau ymgysylltu yn y dyfodol.

1. A ydych wedi dod i'r arddangosfa hon?

Ar eich rhan chi'ch hun

☐

Ar ran sefydliad

☐

2. I ba leoliad yr aethoch?

Neuadd Bentref
Cas-bach Hall

☐

Canolfan Gymunedol
Trefonnen

☐

Neuadd y Dref Caerllion

☐

Eglwys y Bedyddwyr
Magwyr

☐

Sefydliad Lysaght,
Casnewydd

☐

Abertawe - Gorsaf Fysiau

☐

Caerdydd - Canolfan
Siopa Dewi Sant

☐

Casnewydd - Canolfan
Siopa Ffordd y Brenin

☐

Marchnad Caerfyrddin

☐

3. Sut clywsoch am yr arddangosfeydd gwybodaeth i'r cyhoedd?

Poster/Taflen

☐

Papur Newydd/Cylchgrawn

☐

Rhyngwrdd

☐

Radio

☐

Arall (Nodwch)

4. O'r wybodaeth a oedd ar gael heddiw, beth oedd fwyaf defnyddiol?

Mapiau a darluniau

☐

Fideo

☐

Panelli arddangos gwybodaeth

☐

Siarad â thîm y prosiect

☐

Animeiddiad 3D

☐

Llyfryn

☐

Arall (Nodwch)

5. A ydych yn cytuno neu'n anghytuno bod yr arddangosfa wedi bod o gymorth i ddeall y cynigion?

Cytuno'n gryf	Tueddu i gytuno	Ddim yn cytuno nac yn anghytuno	Tueddu i anghytuno	Anghytuno'n gryf
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. A oes unrhyw beth y gallem fod wedi'i wneud i wella'r arddangosfa gwybodaeth i'r cyhoedd yr aethoch iddi?

7. A oes gennych chi unrhyw sylwadau eraill?

Have you found all the information you wanted
today? / Ydych chi wedi ddod o hyd yr holl
wybodaeth heddiw?



 QuickTapSurvey





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Coridor yr M4 o amgylch Casnewydd

M4 Corridor around Newport

Atodiad Ch: Cofnod wedi'i ddigideiddio o'r holl ymatebion i'r Arolwg wrth Ymadael

Appendix D: Digitalised record of all responses to the Exit Survey



Question 1	Are you attending this exhibition?	On behalf of yourself	On behalf of an organisation					
Question 2	Which of the following venues did you attend?	Castleton	Caerleon	Nash	Magor	Newport Lysaghts		
Question 3	How have you heard about the public information exhibitions?	Poster / Leaflet / Flyer	Newspaper / Magazine	Internet	Radio	Other (Please specify)		
Question 4	Which of the following information available today have you found most helpful?	Maps and drawing	Video	Information display panel	Speaking with the project team	3D Flythrough	Brochure	Other (Please specify)
Question 5	Do you agree or disagree that the exhibition has helped you understand the proposals?	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree		
Question 6	Is there anything we could have done to improve the public information exhibition that you attended?							
Question 7	Do you have any other comments?							

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
3	D1	Yourself	Castleton	1			1					1	1	1		Strongly Agree	Very well done. This is an important project which is necessary for Wales Future.	The exhibition outlines exactly what is proposed in an easy to understand way very clearly. Well put together. I hope this goes ahead as being marooned on a motoway burning fuel when wanting to just return home is total nonsense! I give it 100% backing.
4	D2	Both	Castleton	1		1			1	1		1	1			Strongly agree		Comments made at initial consultation stage on choice of routes (red, black, etc.) seem to have been listened to.
5	D3	Both	Castleton	1					1	1		1	1	1		Strongly Agree	None	When can you start!
6	D4	Yourself	Castleton	1							1	1	1			Strongly Agree	Can't think of anything. Very good presentations. Clear video. Knowledgeable staff.	
7	D5	Yourself	Castleton		1				1	1		1				Strongly Agree		Very informative.
8	D6	Yourself	Castleton	1					1	1			1			Strongly Agree		This is an excellent scheme, long overdue. Terrific presentation.
9	D7	Yourself	Castleton		1				1	1	1	1	1	1		Strongly Agree	Not really. It was very organised the staff were most helpful.	It has taken too long since this project was first proposed. I hope there are no delays this time. I will be 78 years old on 3rd October. I hope I live to see this scheme completed.
10	D8	Yourself	Castleton		1				1	1		1				Tend to agree		Hope this is not another failure done this time and construction will finally go ahead.
11	D9	Yourself	Castleton	1	1				1			1				Strongly Agree		Project is essential and should go ahead.
12	D10	Yourself	Castleton	1	1				1	1	1	1		1		Strongly Agree	Everybody involved in this exhibitino could not do enough in being very helpful in explaining the plans fully of the impact it would have on the local environment.	Not at the moment.
13	D11	Yourself	Castleton	1					1	1	1	1	1			Strongly Agree	No it was fine.	Let's do it.
14	D12	Yourself	Castleton	1	1				1			1				Strongly Agree		The project is essential for the future to overcome the exisiting very poor M4 conditions.
15	D13	Yourself	Caerleon	1	1				1	1	1	1	1	1	All good	Strongly Agree	No. All very informative.	Provide tea/coffee and biscuits.
16	D14	Yourself	Caerleon	1					1	1	1	1	1			Strongly Agree	Bring it on.	Next project Sudbrook airport?
17	D15	Yourself	Caerleon		1					1		1				Strongly Agree	Very good presentation - video very infomative, also the lady who explained things to us.	
18	D16	Yourself	Caerleon	1							1	1			Interactive display	Tend to agree	N/A	Very informative. Thank you.
19	D17	Yourself	Caerleon	1					1							Tend to agree		Open Caerleon to Cardiff ASAP.
20	D18	Yourself	Caerleon		1				1			1				Tend to agree	Very informative and staff were very helpful. No worries about the development, just hope it goes smoothly.	
21	D19	Yourself	Caerleon	1											All of it	Strongly Agree	Very good is excellent staff exhibition.	Build it.
22	D20	Yourself	Caerleon	1					1							Strongly Agree	No, very well done.	
23	D21	Yourself	Caerleon	1					1	1		1				Strongly Agree		In favour of proposal in any case but this has confirmed my opinion and answered questions.
24	D22	Yourself	Caerleon	1					1		1	1				Strongly Agree		We look forward to an alternative route to take heavy goods vechicles away from the Brynglas Tunnels and the Southern distributor road. Ryan Jones was very helpful. We love at Abbey Road off Ringwood Ave and think this can only be a vast improvement.
25	D23	Yourself	Castleton	1					1	1		1				Strongly agree	No plenty of staff very helpful. Thank you!	
26	D24	Yourself	Castleton	1							1	1	1			Strongly Agree	No.	Strongly support the project.
27	D25	Yourself	Caerleon	1					1		1	1		1		Strongly Agree		As someone who is adversely affected daily on my commute by the slow traffic on the M4 around Newport, I am wholeheartly in favour of the scheme. In particular - increased capacity of M4 past Newport reopening Junction 25 for westbound traffic park and ride at Llanwern.
28	D26	Yourself	Caerleon	1						1		1	1			Strongly Agree		Just get on and build it! Please.
29	D27	Yourself	Caerleon		1				1	1		1				Strongly Agree	Excellent information, well presented.	Very much hope something happens soon with M4; especially St Julians M4 Junction reopening.
30	D28	Yourself	Caerleon		1				1	1		1	1		All good	Strongly Agree	No.	Please hurry up and build it! Sooner the better!!! Thanks.
31	D29	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree	No, learned all I needed to.	Excellent proposal, support it am a local resident plus I own a local business which would benefit my company, my staff and own customers.
32	D30	Yourself	Caerleon		1				1	1		1	1	1	Very interesting	Strongly Agree		Enjoyable and informative.
33	D31	Yourself	Caerleon	1					1			1				Strongly Agree		Can we have this tomorrow please.....
34	D32	Yourself	Caerleon	1					1			1		1		Strongly Agree		I am in favour of the project and sooner it can be implemented, the better.
35	D33	Yourself	Caerleon			1			1							Strongly Agree	No. Very good in all asepts.	Please get on with it ASAP :-)
36	D34	Yourself	Caerleon	1					1	1		1	1		Very good	Strongly Agree		This is a much needed infrastructure project and is key to the social and economic regeneration of not just south east Wales but the wole of south and mid Wales. Please get on with it.
37	D35	Yourself	Caerleon	1					1	1	1	1	1	1	Excellent presentations	Strongly Agree	Presentation excellent staff well briefed and informative. All questions answered.	Welcome the opportunity for public consultation will support scheme wholeheartetly and will try to influence any "doubters" I come across now I have the knowledge.
38	D36	Yourself	Caerleon		1				1	1	1	1	1			Strongly Agree	I think you've covered all aspects of that new road. The display of the exhibition has been better explained that the previous proposals. The opening up of the entrance and exit of the M4 at Junction 25 is most welcome.	
39	D37	Yourself	Caerleon		1				1		1	1				Strongly Agree	No.	Yes. The "officials" I spoke to were extreamly helpful, and well informed. An excellent presentation.
40	D38	Yourself	Caerleon	1							1	1				Strongly Agree	Not a thing - marvellous.	Very much hope it goes ahead.
41	D39	Yourself	Caerleon	1					1		1					Strongly Agree	No.	Please start construction ASAP the current M4 has been inadequete for the last 10-15 years.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
1	ID	Q1	Q2	Q3					Q4							Q5	Q6		Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other				
42	D40	Yourself	Caerleon					Word of mouth	1	1	1		1			Strongly Agree		Stop procrastination! Build the motorway! Continue, even if political landscape changes or a different transport minister takes office.	
43	D41	Yourself	Caerleon		1				1	1	1	1				Strongly Agree		Get on with it. How many more lives are to be lost of the present M4 before the traffic chaos is sorted?	
44	D42	Yourself	Caerleon	1					1	1	1		1	1		Tend to agree	Quite comprehensive.	Good clear information - verbal and written. Please just get on with it! Long overdue!	
45	D43	Yourself	Caerleon		1					1		1	1			Strongly Agree	No. I thought the exhibition was very good. A picture is better than a thousand works the 3D flythrough was brilliant.	My only concern was that the bridge would kill of the north dock.	
46	D44	Yourself	Caerleon		1				1				1	1		Strongly Agree	No.	Make it all happen sooner! The benefits far outweigh any concerns and will have such a positive affect on the area.	
47	D45	Yourself	Caerleon	1					1	1	1	1	1			Strongly Agree	No - excellent exhibition and project members.	All staff on duty very knowledgeable and approachable.	
48	D46	Yourself	Caerleon	1			1	Real Radio	1	1	1	1		1		Strongly Agree	No.	I hope the project goes ahead and very soon.	
49	D47	Yourself	Caerleon			1			1			1				Strongly Agree	Possibly more on the negatives of not doing anything.	As a strong supporter - the sooner the better. Emphasis on mitigation of various issues particularly interesting.	
50	D48	Yourself	Caerleon	1					1	1		1				Strongly Agree	No, great just as it is.		
51	D49	Yourself	Caerleon	1					1	1		1				Strongly Agree		The new M4 link road is needed, to improve the flow of traffic east and west on M4 and hopefully relieve traffic congestion for local commuters.	
52	D50	Yourself	Caerleon	1					1	1						Strongly Agree		Very well put together. Thank you.	
53	D51	Yourself	Caerleon	1					1	1	1	1	1	1	A well balanced use of all media	Strongly Agree		Professional staff were helpful and the exhibition used the mix of alterative tools very well.	
54	D52	Yourself	Caerleon		1										1	All the above most helpful.	Strongly Agree	Get on with it please!	
55	D53	Yourself	Caerleon	1												All excellent	Strongly Agree	An excellent presentation.	
56	D54	Yourself	Caerleon	1					1	1	1	1	1	1	All displays/contacts were very good	Strongly Agree	No.	All the proposed routes / junctions seem to be well thought out.	
57	D55	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree		This is just what Newport needs for locals and visitors alike. I look forward to seeing it completed.	
58	D56	Yourself	Caerleon		1				1	1		1	1			Strongly Agree	No, it is very comprehensive.		
59	D57	Yourself	Caerleon					Word of mouth	1			1				Strongly Agree	No.	It is useful to see where the road will go and it will be useful to open up the Caerleon exit on the motorway.	
60	D58	Yourself	Caerleon	1					1		1	1		1		Tend to agree		Helpful input from staff.	
61	D59	Yourself	Magor	1					1	1		1	1			Strongly Agree	It looks great and will be an improvement.		
62	D60	Yourself	Magor	1					1	1	1	1		1		Strongly Agree		Good presentation well convyed by staff. Thank you.	
63	D61	Yourself	Magor	1					1		1	1				Strongly Agree	Excellent information.	Well done.	
64	D62	Yourself	Magor	1		1			1		1	1		1		Strongly Agree	Very informative, I now have a better idea of what would be involved.	This road is desparately needed, the sooner it is built the better it will be.	
65	D63	Yourself	Magor	1					1			1				Tend to agree		Plenty of helpful staff around to ask questions.	
66	D64	Yourself	Nash			1			1	1	1	1	1	1		Strongly Agree		Exhibition excellent. Confirmed my opinion that this prpsal is the best option.	
67	D65	Yourself	Magor	1					1	1	1	1	1	1		Strongly Agree	I don't think so. I feel satisfied with the explanations of the exhibitions team. They were helpful and consise.	Good exhibition.	
68	D66	Yourself	Magor	1					1			1				Strongly Agree		The proposals address the problems of the exisiting traffic flows very well. The plan appears to solve the problems that hav existed around Newport for years. The scheme is very well thought out and hopefully will be implemented as soon as possible.	
69	D67	Yourself	Magor	1					1	1	1					Strongly Agree	No.	Very informative.	
70	D68	Yourself	Magor	1	1				1	1	1	1	1	1	3D Very good	Strongly Agree	No.	Thank you for the clarity of the exhibition.	
71	D69	Yourself	Magor	1					1							Strongly Agree	No.	Very helpful staff.	
72	D70	Yourself	Magor	1					1	1	1	1	1	1		Strongly Agree	No. Al the information was well presented and the staff were very informative and knowledgable.	I totally agreed with the proposed scheme.	
73	D71	Yourself	Nash	1					1	1	1		1			Strongly Agree	No.	Strongly support the project.	
74	D72	Yourself	Magor			1			1	1		1				Strongly Agree		Just build the road.	
75	D73	Yourself	Magor	1					1	1		1				Strongly Agree	No it was very good and well explained with good maps.		
76	D74	Yourself	Nash	1				Through the door	1	1	1	1	1	1	1 = highest; maps drawings 1, video 3, panels 4, speaking 2, 3D 6, brochure 5	Strongly Agree	No.	Very helpful people - really added to comprehension, loads of knowledge. Came in open-minded, left feeling happy and supportive.	
77	D75	Yourself	Magor	1		1			1	1	1	1	1	1		Strongly Agree	No - all well presented; staff very helpful.	I agree with the proposed route.	
78	D76	Yourself	Nash	1					1	1	1	1	1	1		Strongly Agree	No - laid out very well, and very well explained.	Stop talking about it - time to get on with it. It is a must.	
79	D77	Yourself	Nash	1					1	1	1	1	1	1		Strongly Agree	No. Very well organised. Easy to understand and see how it would be.	Stroll on 2021 - can't wait. Cannot believe it is over 30 years of discussions.	
80	D78	Yourself	Nash		1			Newport Matters	1	1		1		1	2 maps, 1 video, 3 brochure, 4 speaking (lovely, friendly people!)	Strongly Agree	Can't thank of anything - very clear!	Well done!	
81	D78	Yourself	Nash	1					1	1	1								
82	D79	Yourself	Nash	1					1	1	1	1	1	1		Strongly Agree		I wish we could stop taling about this issue (20 years +) and build the new M4 section around Newport.	
83	D80	Yourself	Nash	1					1			1				Strongly Agree	No all the information that I sought was covered by the "team" and the visual displays.	Let's get on with it.	
84	D81	Yourself	Nash	1					1							Strongly Agree		Yes wish it was done years ago.	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
85	D82	Yourself	Nash	1					1	1		1	1			Strongly Agree	No.	Very good very necessary.
86	D83	Yourself	Nash	1					1	1		1	1			Strongly Agree	No.	Only to stay that it's about time and the best route I have sen in the last 10 years. The previous four routes were nothing as good.
87	D84	Yourself	Nash	1					1	1		1	1			Strongly Agree	I thought the exhibition was most helpful and covered all my concerns.	I am quite excited about the ne road. We are in desparate need of an update along the Newport section of the M4 corridor. My omlyl concern was the effect on the local environment. But today my concerns have been settled.
88	D85	Yourself	Nash	1					1			1	1			Strongly Agree	Very well put together and informative presentation.	Lots of thought seems to have been taken into consideration especially the environmental issue. We can't wait for this to get started. Thank you.
89	D86	Yourself	Nash	1					1		1	1				Strongly Agree		Very informative, well placed out very helpful. Well done.
90	D87	Organisation	Nash					Contacted school	1	1			1			Strongly Agree		Thank you - staff were very helpful and informative. The children enjoyed the activities provided as well as watching the videos. Lliswerry Primary School.
91	D88	Yourself	Nash	1					1	1		1				Strongly Agree		It would be very good to finally have it built rathr than keep talking about it.
92	D89	Yourself	Nash	1						1						Strongly Agree	No everybody was very helpful.	Like to off seen it years ago.
93	D90	Yourself	Nash	1					1		1	1	1	1		Strongly Agree		Everything covered, staff only to happy to explain. Very well presented.
94	D91	Yourself	Nash	1	1				1		1	1	1			Strongly Agree		Fully support the project. Long overdue but looking forward to its completion!
95	D92	Yourself	Nash	1					1			1		1		Tend to agree		We live in High Cross and are severely affected by current M4 congestion. We strongly support the new corridor proposals for personal and economic reasons.
96	D93	Yourself	Nash	1								1				Strongly Agree	Could not go to my local one due to timnes. The exhibition was more informative and set up than expected.	This is a positive for me travlling to work and improve travel for Newport.
97	D94	Yourself	Nash	1	1	1	1					1				Strongly Agree	No - very detailed.	Very worth while exhibition. Clearly explained by Mr Brian Greaves who spent a lot of time answering out questions and given a full and frank explanation. Thank you!
98	D95	Yourself	Nash	1					1			1				Strongly Agree		Project tea, very helpful.
99	D96	Yourself	Nash					Friend	1	1	1	1				Neither agree nor disagree	No, the information provided and staff have been very clear and helpful.	
100	D97	Yourself	Magor	1					1		1	1		1		Strongly Agree		All looks very good. Thank you.
101	D98	Yourself	Magor	1					1	1	1	1		1		Tend to agree		No, it was very informative.
102	D99	Yourself	Magor	1					1	1		1				Strongly Agree		Very informative, helpful to discuss things with a person.
103	D100	Yourself	Magor	1					1							Strongly Agree	Excellent visual display and aids. Plenty of staff to answer questions.	
104	D101	Yourself	Magor	1	1	1						1	1			Tend to disagree	No. Very well staffed.	I understand a bit more but still find the maps/diagrams a bit bewildering.
105	D102	Yourself	Magor	1		1		Shop	1	1	1					Strongly Agree	No.	Go for it!
106	D103	Both	Magor	1					1			1		1		Strongly Agree	Very informative exhibition - project team member whom I spoke to was very knowledgable and helpful.	Excellent exhibition, I am very supportive of the project.
107	D104	Yourself	Nash				1		1	1	1	1	1	1		Strongly Agree		Excellent very professional exhibition. Well done team. These improvements are long overdue.
108	D105	Yourself	Magor	1					1		1	1		1		Strongly Agree		Staff were well informed and answered questions fully. It is good to see that full consideration has been given to the environment and the wildlife on the triple SSI sights.
109	D106	Yourself	Magor	1					1	1		1	1	1		Strongly Agree	Good clear communications.	
110	D107	Yourself	Magor	1					1	1	1	1	1			Strongly Agree		Very happy with the B4245/M8 junction at Rogiet.
111	D108	Yourself	Swansea					Walked past	1			1				Strongly Agree		No, looks very good.
112	D109	Yourself	Magor	1					1			1				Strongly Agree	Made it immediately clear that is is NOT going to be a toll road. Good decision.	Build it as quickly as possible. Wales need this road now.
113	D110	Yourself	Nash and Lysaght		1										None - Strongly Disagree		There should be local experts. Your staff should not be biased on this PROPOSED route and be aware of other routes. The impression I get is that the enviornment pays the price.	Only employ experts that are independent. The experts at the presentation had no consistency the only thing consistent was their biased view in favour of the proposed route as the Welsh Assembly was paying their fees.
114	D111	Yourself	Lysaght					Throught community council meetings	1		1	1			Neither agree or nor disagree		1. The scale of the map is totally misleading. The proposed read is a black line denoting a 6 lane motorway and the green belt area as a huge band of rural area. It is giving the impression of a non-descript interruption of the landscape. 2. I have not been convieniced of the holding an processing of water which is a risk in an already very sensitive flood area. 3. The true cost of the construction has not been published e.g. Cost of build borrowing costs - TOTAL COST. You are giving the impression of cost against present delays. Delays on the present road system is not quantifiable, but the total cost of a new road is.	4. Whatever the excuse to build this road is made, the fact is that the quickest way between Chepstow and Cardiff is more important and to by-pass Newport. The only draw is the velodrme and Celtic Manor and these are not directly inconveninced at busy times due to the nature of their business. 5. New jobs created expected 6,500. Remember 'LG' millions of tax payers imoney devastation of green belt. Empty promises.
115	J1	Yourself	Castleton		1	1	1		1		1	1	1	1		Strongly agree	The interaction between the staff and public was good. Rest not legible.	Supporting project, long needed project. The sooner the project begins and finishes the better.
116	J2	Organisation	Castleton	1					1		1					Strongly agree	Be more accurate with the facts - not rely on old data. Have more of an understanding of the areas affected. Stop the hard sell - be open on other groups & agency findings.	
117	J3	Yourself	Castleton		1				1							Tend to agree		I object to the scheme as I find it unnecessary, expensive and a waste of tax payers money .
118	J4	Yourself	Castleton	1	1				1		1	1	1			Tend to agree		Other options were not considered in sufficient detail at Stage 2.
119	J5	Both	Castleton					Email	1							Tend to disagree	Use less crass/unsubstantiated language regarding impact it is insulting.	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
1	ID	Q1	Q2	Q3					Q4							Q5	Q6		Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other				
120	J6	Yourself	Castleton	1								1			1	Strongly disagree	The provision of evidence of an environmental assessment prior to this marketing exercise to the general public. Information about the other routes which maybe possible and evidence to say why this route was choosen.	Shocked to see the extent of environmental damage which has yet to be assessed on the only green belt in Wales. Shocked to realise the closeness to my home with little understanding of staff here who thought traffic was Newport CC problem.	
121	J7	Yourself	Castleton					Village Hall	1	1			1			Tend to disagree	To show alternatives.		
122	J8	Yourself	Castleton	1						1						Tend to agree	Invite representatives of organisations who oppose the proposal to establish a stall at the exhibition	Invest the money in the Metro. £1billion would make an enormous difference, when added to the money the Minister claims she is going to invest in the Metro. The purpose of the Metro is to carry people to the centres of cities by public transport. This has been going on in Germany for 50 years and the result is the best connected cities do not suffer congestion and nor do the routes into those cities. Instead Wales is looking to the past and stiring up problems for the future.	
123	J9	Yourself	Castleton			1										Strongly disagree		No mention of the other proposals and why this route was chosen over other routes. No mention of improved public transport. The whole focus of this exhibition is to publicise the route. Disgraceful!	
124	J10	Yourself	Castleton					Email	1			1				Tend to agree		I still don't understand why the blue route could not be used. It was as if it was never considered and the most expensive had to be built. No thought to the wildlife it will affect. Hardly any traffic uses the Llanwnern Rd and this seems to be a waste of a road.	
125	H1	Yourself	Castleton	1					1	1						Tend to Agree			
126	H2	Yourself	Castleton	1					1			1				Strongly Agree			
127	H3	Organisation	Castleton	1			1			1		1				Tend to Agree			
128	H4	Yourself	Castleton	1	1				1			1				Tend to Agree			
129	H5	Yourself	Castleton	1		1			1	1		1	1						
130	H6	Yourself	Castleton	1					1			1						Great exhibition. Very informative	
131	H7	Yourself	Castleton	1					1	1		1				Strongly Agree			
132	H8	Yourself	Caerleon	1					1	1						Tend to Agree			
133	H9	Yourself	Castleton			1			1			1							
134	H10	Yourself	Castleton	1	1				1		1	1				Tend to Agree			
135	H11	Yourself	Castleton	1					1	1	1	1		1		Strongly Agree			
136	H12	Yourself	Castleton	1					1	1		1							
137	H13	Yourself	Castleton	1	1					1		1		1					
138	H14	Yourself	Castleton		1				1	1	1	1	1	1		Strongly Agree			
139	H15	Yourself	Castleton	1					1	1		1				Strongly Agree			
140	H16	Yourself	Castleton	1					1	1			1			Strongly Agree			
141	H17	Yourself	Castleton	1					1		1			1		Neither			
142	H18	Yourself	Castleton	1		1			1	1		1				Strongly Agree			
143	H19	Yourself	Castleton					Driving Past	1		1	1		1		Tend to Agree			
144	H20	Yourself	Castleton	1				Email	1	1	1	1				Strongly Agree			
145	H21	Yourself	Castleton	1					1							Strongly Agree			
146	H22	Yourself	Castleton	1					1	1		1	1			Strongly Agree			
147	H23	Yourself																	
148	H24	Yourself	Caerleon	1	1				1	1		1				Tend to Agree			
149	H25	Yourself	Caerleon	1					1			1				Tend to Agree			
150	H26	Yourself	Caerleon	1					1							Strongly Agree			
151	H27	Yourself	Caerleon	1				Email	1	1	1	1	1	1		Strongly Agree			
152	H28	Yourself	Caerleon	1					1	1						Strongly Agree			
153	H29	Yourself	Caerleon		1							1				Tend to Agree			
154	H30	Yourself	Caerleon	1					1			1				Strongly Agree			
155	H31	Yourself	Caerleon					Wife				1				Strongly Agree			
156	H32	Yourself	Caerleon	1					1		1					Strongly Agree			
157	H33	Yourself	Caerleon	1					1	1			1			Strongly Agree			
158	H34	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree		Project team very helpful and easily understood	
159	H35	Yourself	Caerleon	1		1			1	1		1	1			Tend to Agree			
160	H36	Yourself	Caerleon		1		1					1	1			Strongly Agree			
161	H37	Yourself	Caerleon	1					1	1	1	1	1						
162	H38	Yourself	Caerleon	1					1							Strongly Agree			
163	H39	Yourself	Caerleon	1					1		1	1				Strongly Agree			
164	H40	Yourself	Caerleon		1				1	1						Strongly Agree			
165	H41	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree			
166	H42	Yourself	Caerleon	1					1	1	1	1	1			Strongly Agree			
167	H43	Yourself	Caerleon	1					1		1	1				Tend to Agree			
168	H44	Yourself	Caerleon	1					1	1	1					Strongly Agree			
169	H45	Yourself	Caerleon	1					1							Strongly Agree	No - Very good. Inredible presentation	Think the tunnels should be opened - Current problems solved with tunnels solution. Magor I/C Needs to be a flyover/ Free flow like Castleton not roundabout - won't work. 5 lanes into 3 doesn't work unless fed into by flyover	
170	H46	Yourself	Castleton			1			1		1	1		1		Strongly Agree		A more direct access be made to/ from the M4 at toll direct into Severn Tunnel Junction Railway Station with new south side car park. Llanedeyn Interchange in Cardiff would be able to cope with increased traffic when Eastern Bay link built. A new 4 lane divided highway should be built just south of railway link to link with new M4. You would have an alternative route should the M4 be blocked between J33 and the tolls.	

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1	ID	Q1	Q2	Q3					Q4							Q5	Q6		Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other				
171	H47	Yourself	Caerleon	1					1		1	1		1		Tend to Agree		I will support it but I think the barrage to Somerset would be better in the long run.	
172	H48	Yourself	Castleton		1							1				Tend to Agree		Ask Edwina Hart if she would like to buy my house.	
173	H49	Yourself	Caerleon	1					1	1	1	1	1			Strongly Agree		J25 on old M4 - provide footpath and cycle access to get from Caerleon Road over the river to Sainsburys and Crindow to also access Newport - Caerleon cycle route	
	H50	Yourself	Caerleon		1	1			1	1	1	1		1	Before & After photos	Tend to Agree	Put a voice to the fly through video to describe the route (A4565 Brynmawr to Tredegar has a voice)	Reopening J25 is good however by closing the possibility of leaving the declassified road to Newport/ Cwmbran/ Pontypool via A4042 past the junction and forcing Newport/ Cwmbran/ Pontypool traffic up to J25, the junction will become even more hazzardous for pedestrians and cyclists. Measures will need to be put in place to mitigate these issues	
174																			
	H51	Yourself	Caerleon	1					1	1	1	1	1	1		Tend to Agree		At J25, signage needed at first exit onto B4596 that it's not the junction into Newport and should be for local traffic only. This road, Caerleon Road, is very busy and is a major bus route. Parked cars abound here. City centre traffic needs to be directed away from the current junction at Herdemhem drive. Also, needs to be pedestrian crossing lights around the junction it's reasonably dangerous to cross as it is without increasing traffic hugely	
175								Post	1			1				Strongly Agree		I'm looking for the conenction with Caerleon to be reopened - that's the main issue for me.	
176	H52	Yourself	Castleton																
	H53	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree	Possibly take contact details to keep interested members fo the public updated on progress		
177																			
178	H54	Yourself	Castleton		1				1	1	1	1	1			Strongly Agree		Think road is needed but cost prohibitive	
179	H55	Yourself	Caerleon	1						1		1				Tend to Agree	Key in around delivery		
	H56	Yourself	Caerleon	1					1							Tend to Disagree	More room required between exhibition boards. Difficult to read and take in when more oftent han not boards were blocked by team members talking to people. Should've been taken futher away to let others view board		
180																			
	H57	Yourself	Caerleon					Walked past		1	1	1					No chairs to sit and watch the River Usk bridge video - had to use the children's chairs. A section to write notes on the brochure would've been useful. Artist impression would've been useful to take home. Well set out boards and good board sign outside Hall. Not all lights were working on boards. Helpful and friendly staff. Was pleased to have been introduced to Claude Preaux	Would've liked the Sustainable Development - the environment board information to be in the brochure as it details the areas. Would've liked all the info boards to be part of the brochure as the info is modified/ summarised in brochure. A take-home reminder of info to refresh my mind after I have left exhibition to re-inforce knowledge gained in exhibition.	
181																			
182	H58	Yourself	Castleton	1									1			Tend to Agree	Have blown up areas for public to take away - Overall map way too small.		
183	H59	Yourself	Castleton	1	1			Work Website	1		1	1				Tend to Agree	Larger scale maps would've been helpful. Quantified benefits. Construction timescales	Positive that equestrians and NMU's will have benefit of dedicated routes, but not sure if I'd want to ride alongside a 50mph road.	
184	H60	Yourself	Caerleon	1			1		1	1	1	1	1	1		Tend to Agree	Explain the local complementary measures early as this affects locals north of M4 most	Ensure the existing M4 remains motorway standard	
185	H61	Yourself	Castleton			1			1							Tend to Agree	I didn't see any info on how it is to be funded		
186	H62	Organisation	Castleton	1					1	1		1		1		Tend to Agree	Not clear enough detail of how roads join at Coedkernew	No info on how it affects A48 and St Mellons roundabout as only place to join the new M4	
	H63	Yourself	Caerleon	1	1		1		1			1		1		Strongly Agree		At Magor interchange - occasional visitors will look for the signs / directions and find their way accordingly. Local travellers will immediately asume they know it all and take for granted which lanes to follow. I suggest a temp 50mph speed limit be imposed for 3 motnhs to get local people bedded in, thus avoiding the near misses we currently experience on leaving the toll area and then running into both a reduction in lanes and the added M48 flow.	
187																			
188	H64	Yourself	Caerleon		1				1			1				Strongly Agree		Ensure that the new motorway does not have junctions that could be used by local traffic for local journeys	
189	H65	Yourself	Caerleon	1					1	1	1					Tend to Agree		Remove Glan Llyn junction. This is a motorway designed to bypass Newport. If Glan Llyn junctions remians then the same issues of Newport being gridlocked when an incident occurs on the M4. No Glan Llyn Junction!	
	H66	Yourself	Caerleon	1		1			1		1	1	1		Online PDFs being available before attending exhibition was excellent	Strongly Agree	The staff are excellent ar providing friendly information, they were able to cevote as much time as required	Lighting only at junctions with advancing years night driving without full motorway lighting is daunting. More elderly people will be driving at night. I fully approve of the planned work. It is also clear that an enormous amount of preparation has been done.	
190																			
	H67	Yourself	Caerleon	1					1							Strongly Agree	More details for the major interchanges especially M4/M48 in the east. Layout on the plans provided were rather confusing.	Concerned at the interface between the works planned at the Brynglas tunnels/ J28/ New M4 and whether they'll basically cause a major bottleneck. Careful planning ans integration of these works will be required to minimise disruption to the travelling public	
191																			
	H68	Yourself	Caerleon	1			1		1			1				Tend to Agree		I cannot see how the proposal for eastbound traffic is working, where traffic that has joined the reclassified section between J28 and J23a has to then join the M4 heading towards Bristol. The porposals show traffic havint o pass across a roundabout, through two sets of signals. Fine in theory by peak hour volumes at this location are bound to cause delays. I would imagine this would cause problems even if eastbound flows on the reclssified M4 are reduced by 50mph. I believe thatt he proposal as it stands will seriously disadvantage anyone heading east who has travelled from A449 who will experience delays east of Magot where none currently exists. The westbound freeflow proposal at this location is fine. So please reconsider the design for eastbound traffic here. Investigate all possibilities for freeflow. Cutting costs here will lead to problems int he future - let's get it right first time! I welcome all other aspects of the project.	
192																			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
193	H69	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree	All very useful	I very much approve of the new proposal with the following caveat:- The access to Magor Services must be made more convenient for both east and west bound M4 traffic, otherwise these services will decline the same way as Aust. Is it better to remodel the access or provide new services?
194	H70	Yourself	Castleton		1				1			1				Strongly Agree		Surprised that new motorway will only be 3 lanes given the traffic flow in 15 years time
195	H71	Yourself	Castleton	1					1							Tend to Agree	Model with exact details of where the new road will join the M4 in Castleton	Concerns: Noise, pollution and congestion during construction. Problems Post Construction: increased noise and our pollution, congestion (Eastern Avenue cannot cope with an increased flow of traffic = what work will be done to relieve the bottle neck at Cardiff?)
196	H72	Yourself	Castleton	1		1			1			1				Tend to Agree	Larger room maybe. Noise level was high at busy time.	I am hoping that in sensitive areas i.e. near residential sites, all noise reduction measures will be taken.
197	H73	Yourself	Castleton	1					1	1			1			Tend to Agree	More details of noise and visual reductions of motorway around Castleton	Materials used on motorway to reduce noise. More planting of mature trees around Castleton to reduce visual effect and noise. Why not use embankments to reduce noise
198	H74	Yourself	Caerleon	1					1	1	1	1	1	1		Strongly Agree	Nothing extra needed. A very professional and helpful display	How intrusive will motorway noise levels increase around Newport and surrounding areas?
199	H75	Yourself	Castleton	1					1				1			Tend to Agree		Noise impact most important concern for me, around new J29 interchange. Lorries moving uphill (east bound) in 1st gear will increase noise
200	H76	Yourself	Castleton	1					1			1				Tend to Agree		I would like to see a public meeting held
201	H77	Yourself	Castleton		1				1	1	1		1			Strongly Agree	Exhibition lacks clarity on side road proposals and diversionary routes	
202	H78	Yourself	Castleton		1				1	1	1	1	1	1		Tend to Agree	Impressive display	I wish for the sake of Wales and the full project to get rid of the Severn Bridge Tolls completely
203	H79	Yourself	Caerleon		1				1		1	1					The venues could've included Cwmbran or other towns in Monmouth. Swansea and Carmarthen seen to be included for political reasons at Cardiff Bay	Where the money will come from seems to have been overlooked.
204	H80	Yourself	Castleton	1					1	1	1	1	1	1		Strongly Agree	3D flyover could be enhanced with Stop/rewind/ Resume functions - perhaps with a "Big maps" availability to rotate the point of view	
205	H81	Yourself	Castleton	1					1	1						Strongly Agree		I hope it doesn't go ahead
206	H82	Yourself	Caerleon					Grapevine				1				Strongly Disagree	Having full, correct information displaying conservation ORGS views completing environmental assessment (how can an exhibition be held without it)	This scheme should not and probably will never be built across the unique and precious Gwent Levels. I hope the next Welsh Government will have more sense
207	H83	Yourself	Caerleon		1						1					Neither	No information on the amount of ancient woodland which will be destroyed as a result of the project	Planting new trees will not compensate for the loss of ancient woodland, so I think that the comment about re-planting is probably misleading.
208	H84	Yourself	Caerleon	1					1			1				Strongly Agree		What consideration has been given to allowing cyclists to use the declassified M4? Have you considered completely declassifying old M4 to a cycle only route - thus extending the useful design for life overstressed bridges on the existing M4
209	H85	Yourself	Caerleon	1						1			1			Tend to Agree		Concern about route through the levels and docks. Like the idea of reopening Junction 25
210	H86	Yourself	Castleton	1								1					If staff had more detailed information. I asked questions about safety only re existing M4. about the increased costs of raising the bridge over the docks and no one was able to answer. It doesn't inspire confidence	This strikes me as a very costly PR exercise which fails to answer any real questions about the economic and environmental impact of the motorway.
211	H87	Yourself	Castleton	1					1			1		Speaking to Env. Rep		Strongly Agree		Present concerns relate to the state of the reens in the Marshfield/ St Brides area. They were, without exception, immaculately maintained when they were the responsibility of the Wentlooge Levels District Board. Currently the reens and near-choked with overgrown reens and apart from the risk of possible flooding they are unsightly. The plan to collect surface water and then release into the reens system will test the drainage network further. We do not want another Somerset scenario
212	H88	Yourself	Caerleon	1					1								The public information is all about one option proposed and soed not show the public any other choices. There are no compensation for people to make an informed opinion. The presentation is slick, attractive, persuasive - a good PR exercise which glosses over important and serious flaws	This project is presented as a fait accompli without evidence to back up claims of benefits and projected losses of wildlife. There are no alternatives offered, such as the much preferred Blue Route. The vision states that it forms part of an integrated transport system, but does not demonstrate this as it does not mention the popularly received announcement by WG of a Metro system. A combination of Metro system and Blue route option would bring greater benefits to Newport and The Valleys to give trade a better future
213	H89	Yourself	Castleton	1					1				1			Tend to Agree		No new M4
214	H90	Yourself	Castleton		1				1	1		1	1	1		Tend to Agree	The maps and drawings on display didn't provide enough detail about the Castleton Interchange area. I would have liked to have seen a far more detailed set of drawings of the Castleton interchange, the slip road (westbound) from the proposed M4 to the existing A48M and its proximity to the A48. The maps on display indicate 3 bridges over the A48 east of Castleton but there was little focus on this in the display. I would've like to have seen some artists impressions of the 3 bridges as this is currently a scenic approach to Castleton and this is likely to be spoiled drastically	I tried to read the Environmental Survey last year and was totally unimpressed with its great length but lack of useful information. I have lost confidence in the authors of the Environmental Survey and would like to see a shorter, more readable version produced which should be endorsed and commented upon by the Gwent Wildlife Trust and other independent organisations. Without the endorsement and comments from these organisations I will not trust and believe the findings in the Environmental Surveys. I am a supporter of the new M4 in principle but I am concerned that damage to the levels and SSSIs will not be given enough importance.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
215	H91	Yourself	Castleton			1						1	1			Strongly Agree	Information about actual contruction and it's effects on the local area during this period	
216	H92	Yourself	Caerleon	1					1								Very slick. Why were there no alternative proposals shown. I am aware that there are other options. Shouldn't the public be made aware of these. It appears from the exhibition this is the only option. It would appear that this is already a done deal even though the planning process is far from over.	I find is disturbing that the contact person/ public liaison officer for the WG M4 project is an employee of Costain, the road builders and not an independent spokesperson for the WG. This area proposed for the new road has been of local importance environmentally and there must have been significant reasons why it was not used to construct the original M4 back in the 70's. Welsh Environmental & Conservation charities/ Organisations believe route unsustainable, goes against WG climate change commintments, Spiralling costs, Increase in greenhouse gas emissions, Destroy unique open costal landscape of Gwent Levels (inc conservation sites, ancient woodland habitiats, wildlife, ecosystems), Disregard for the health and wellbeing of current and future generations, Does not create a cultural shift in travel behaviour towards more sustainable choices, If highway solution necessary Dr Cole's blue route preferred - cheaper and more environmentlaly sensitive. Dr S Glynn & Prof K Anderson Manchester University report: New roads lead to increased demand and greater long term overall growth, Resulting in increased greenhouse gas emissions, Road construction results in additional carbin emissions, Disturbance of Gwent Levels carbon rich soil has the potenetial for emissions of vast amounts of stored greenhouse gasses, Traffic level static since 2000 - better to ask how this can be maintained and reversed and encourage lower carbon transport system, If WG is to uphold climate change commitments and devlop policies informed by science, difficult to envisage how M4 relief road can be justified.
217	H93	Yourself	Magor			1			1	1			1			Tend to Agree	Details fo the alternative proposals (routes)	This would be a disaster for the local area
218	H94	Yourself	Magor	1							1	1	1			Tend to Agree		This has a huge impact on Magor/ Undy as a village. I think other roads should be used ie Llanwern Rd and the M48 at Chepstow. Also upgrade public transport which has been out recently especially buses.
219	H95	Yourself	Magor	1								1				Tend to Agree		Not happy that it will impact on our property at Netherwent View. Concerned how the Welsh Office can afford such a project and disappointed that the alternative routes and the Southern Distributor road are not effective. Would like to see the alternatives supported before such a high project
220	H96	Yourself	Magor	1	1				1					1		Strongly Disagree	How many live in this area. The people at the exhibition are being paid to push it	Upgrade present M4. Work on tunnel area. Cut speed in this area. Speed is the big problem. Accidents will always happen, there is no way to ensure they won't happen on the new road. Another bridge in Newport. The while idea is cutting out Newport - go straight to Cardiff.
221	H97	Yourself	Magor			1			1			1				Strongly Agree	Yes have a suggestion point for email etc	Should still be looked at as an alternative. Why is the existing M4 being declassified to A road and reduced to 2 lanes. Between 23a and 24 could still be motorway at 70mph the 24 - 28 reduced to 50mph limit. Please join M48 to the old M4 without a roundabout - junctions cause accidents.
222	H98	Yourself	Magor			1			1			1				Tend to Agree		A shocking waste of money. Lots of greenwash referring to cycling but nothing about reducing traffic. Building more motorway will encourage more traffic and reduce e.g. impetus to put stations at Magor, Caerleon and Glan Llyn. If there's a spare billion give it in grants to business. The SSSI should be protected.
223	H99	Yourself	Magor			1						1				Neither	The exhibition was very slick and professional but has not won me over to accepting the new road	
224	H100	Yourself	Nash		1	1			1	1	1	1	1			Strongly Agree	It has been very informative	It's the right sentiment int e wrong direction. Newport has a myriad of M4 links. Why not use the money to improve access to mid Wales?
225	H101	Yourself	Magor	1					1		1	1				Strongly Agree		I would much prefer the proposals for the M4 rather than a majot bypass. The object is still to keep as much traffic away from the village and still ensure good commuter access to major road networks. Two people agree with this.
226	H102	Yourself	Magor			1						1	1	1		Tend to Agree	Information on likely consequence on house price/ wildlife and habitat/ disruption to lifestyle in Magor	A more interactive approach this time is appreciated. Previous consultations have been mere lectures to us poor locals. However, I do not welcome the project and believe Prof. Coles' Blue Route to e the better solution.
227	H103	Yourself	Nash		1		1	TV Welsh News	1		1	1				Strongly Disagree	Provide other routes for M4 corridor shown on maps and drawings with personnel to discuss alternatives. When I entered the Nash communtiy centre to see the exhibition information, I felt it was a fait accompli to find the black route was to be carried forward. Once again the present WG do not allow the people of Wales to ahev their say it seems to be too late	All road infrastructures should be close together and not toally separate like the black route shown. I strongly propose that the M4 and Brynglas tunnels should eb used travlling East and a new 3 lane M4 motorway with bridge across the river Usk should be constructed very close to the south side of the existing tunnerls - much quicker and less costly.
228	H104	Yourself	Magor		1							1				Strongly Agree		It wasn't possible for me to leave comments regarding my concerns on paper e.g. no noise restrictions on the Gwent Levels

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
229	H105	Yourself	Castleton	1						1	1					Tend to Agree	Direct people to these questionnaires. Information regarding perceived health benefits, reduction in noise levels etc is very generic. Who would see these benefits. To make a balanced presentation of fact, the adverse impacts should be reported/ presented also. Providing only positive impact is not allowing a real representation to those affected of all the facts. It is a misuse of statistical information to drive opinion down the preferred path.	Hold in larger venue. Have more of the project team available. Where is the information in equal detail the alternative routes and why these have been discounted. This would be a disaster for the local area. What will you do when this route, in time, incurs the same issues as the M4. This is a reaction not a solution.
230	H106	Yourself	Magor	1					1	1		1	1			Tend to Agree		The route has already been decided so any suggestions appear to land on deaf ears. I sincerely trust the new route will not have any more junctions around Newport. Each are potential [points for accidents. I still feel that the best route has been ignored - that is along the sea wall from before the tolls. Where it would cross the Usk a tunnel would be ideal. This is exactly what would be carried out in Holland. In Holland such roads do not impact on communities nor wildlife. We need to think outside the box to produce a scheme that would benefit all for future generations.
231	H107	Yourself	Magor	1					1			1				Tend to Agree	It was informative	Don't agree with it at all. There has to be an alternative route.
232	H108	Yourself	Magor	1				Email	1			1				Strongly Agree		Very impressed by the displays and maps but still totally and utterly opposed to the project on cost, environmental and impact on my family and home grounds
233	H109	Organisation	Magor	1					1			1				Tend to Agree		The closure of St Bride's Road bridge is the biggest bug bear. It is obvious that the diversion route via the services to St Brides Road has not been considered as the traffic count is small enough to allow contractors to put 2 fingers up to local concern. The services are obviously a bigger business than mine
234	H110	Yourself	Magor	1		1						1				Strongly Agree		Apart from awareness of the immense cost of all the information produced including projections/ video of intended route before this even starts
235	H111	Yourself	Nash	1					1							Strongly Agree		Don't understand why the road from Magor to Newport through the steelworks is not signed to say you can get to Newport from there. This would help reduce traffic on the motorway at the moment and may have a bearing on the traffic statistics.
236	H112	Yourself	Magor	1					1			1				Strongly Agree	It would have been helpful to more fully outline how the risks to the people in the locality would be minimised during construction. Experience shows that most publicly funded projects in this area are badly managed and go vastly over timescales e.g. the building of the M48 slip road is envisaged to start at the same time as the road building works. Surely this should be completed first, to avoid some disruption to local people.	Risks to local people in terms of building works noise and traffic diversions should be clearly identified before the build goes ahead and permissions granted.
237	H113	Yourself	Magor	1												Tend to Disagree	An explanation of how figures and facts are arrived at e.g. for every £1 spent returns £2 and others about current use of M4	This is a gross misuse of public funds. The M4 suffers from rush hour problems as do every other city access in the world. For the majority of the day there is no congestion. What needs to be done is to look at the overall transport system and how the existing roads are used.
238	H114	Yourself	Magor	1						1	1	1	1			Neither	The damage that is going to be caused by this proposed road is not being made clear. The damage to the environment, to the raising of noise levels, pollution levels is not being made clear.	This road is not needed. The country cannot afford to pay for it. The hindrance to the economy is the tolls on the bridge
239	H115	Yourself	Magor			1			1							Neither	Staff should at least be aware of names of surrounding/ local villages/ places	
240	H116	Yourself	Magor			1			1	1	1	1	1	1		Strongly Agree	Great job	The speed between Coldra and Tredegar Park after completion should be reduced to avoid having to slow down for the tunnels. Was much better a few years ago when it was 50mph constant on that section.
241	H117	Yourself	Magor	1					1	1		1	1			Strongly Agree		Putting 2 junctions on the new motorway which is needed to feed traffic quickly and efficiently around the bottleneck that is the existing M4 is not, repeat not a good idea. People will use it to hop on and off.
242	H118	Yourself	Magor	1		1	1		1	1	1	1	1			Strongly Agree	None I can think of	As a government, the culture of poor driving for example middle lane hogging and joining motorways slowly and slowing down through tunnels should be tackled. Also more consistent management of the speed gantries i.e. speed limit throughout Newport should happen rather than change of speed limit on each one which happens often currently.
243	H119	Yourself	Magor			1			1			1				Neither	Be clear about total CO2 emissions with respect to WG policy to reduce emissions	Thank you
244	H120	Yourself	Magor	1		1			1			1				Strongly Agree		Maps could be clearer for local areas

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
245	H121	Yourself	Magor	1								1				Tend to Agree		To ensure minimal impact to Magor residents need J23 build up to allow access before J23a. This is essential to ensure we do not have to re-route via Chepstow to head west on M4
246	H122	Yourself	Nash	1					1			1				Tend to Agree		Concerned about height of proposed road and effects on noise, air quality and light
247	H123	Yourself	Nash	1					1							Tend to Agree	Artists impressions of ground level horizons/ views of the motorway - not just drive alongs. Minimal info re noise and light. Demonstrations/ recordings/ noise simulations e.g. this is what you'll hear from here. Place names on greyed out maps - lots of confusion about where junctions/ places were - unclear comparison	
248	H124	Yourself	Nash	1					1			1				Strongly Agree		Glan Llyn junction - not required. Better for residents to use new upgraded Queenway road through Llanwern steelworks to access motorway at Magor
249	H125	Yourself	Nash		1	1			1	1	1	1	1	1		Strongly Agree	You do not appear to have a full matrix of accessibility at either end of the new link. This is the ability to loop back and go around the Newport circuit in the other direction. Particular attention needs to be paid to the Castleton interchange.	
250	H126	Organisation	Nash		1				1	1		1	1			Strongly Agree	I thought the exhibition was very well presented	I have concerns about the impact on IAR business unit (car park and noise)
251	H127	Yourself	Nash		1							1				Tend to Agree	larger area of maps. As even though my house is near I was not on the maps (detailed ones) provided	
252	H128	Yourself	Nash	1					1	1		1	1			Tend to Agree	Maps that show the whole area of Goldcliffe	
253	H129	Yourself	Nash	1	1							1				Strongly Disagree	Voice over video too loose to information boards	Glan Llyn access unnecessary will cause congestion. Loss of jobs at docks. Where do the costs originate. Figures quoted seems to be optimistic. Bryn Glas tunnels could be utilised with a short new intersection of road. Exhibition is probably a waste of time and money as the public have not been considered.
254	H130	Yourself	Magor		1	1				1		1	1			Tend to Agree		In principle I am in favour of the scheme. It is definitely necessary. I would suggest that the 3rd lane on the current M4 could become a bus lane to allow express buses a better route in and out of Newport thereby improving the bus journeys.
255	H131	Yourself	Nash		1				1	1	1	1	1	1		Strongly Agree	List factories and local points on maps	
256	H132	Yourself	Nash	1					1	1		1				Strongly Agree		It is a pity that a pedestrian route could not be incorporated in the design of the Rover Usk bridge. The old transporter bridge provides wonderful views and a tourist attraction as well as a pedestrian/ cycle route.
257	H133	Yourself	Nash	1					1			1				Strongly Agree		I am concerned at the proposal to have a junction at Glan Llyn. It is unnecessary, given the existing junction at Magor which gives access to the SDR and will now tend to encourage use if the motorway for intra-urban commuting. I can understand why local councillor will press for this junction, but this pressure should be resisted as detrimental to the long term, longer distance for joining the motorway
258	H134	Yourself	Magor	1		1						1				Tend to Agree		As the road is a major Europe Highway between Dover and West Wales, is it not able to claim European funding. As it is, Wales is borrowing the money which it will have to pay back, to provide a freight highway through Wales to the west.
259	H135	Yourself	Magor	1								1				Tend to Agree	State that the M4 is 95% full only in the morning rush hour	We are interested in footpaths re the integration of travel. We would like a footpath built to the south of the B4245 between the eastern edge of Undy and the western edge of Rogiet. This would complete the footpath between Magor and Caldicot and still allow access by foot and bike to Severn Tunnels Junction.
260	H136	Yourself	Nash	1	1				1							Tend to Agree		A junction at Glan Llyn is unnecessary and will cause overload of motorway in the future.
261	H137	Yourself	Nash	1					1	1		1	1			Strongly Agree	Display of existing bridge against tunnel	Choice of route could not be improved upon
262	H138	Yourself	Magor	1					1	1		1		1		Tend to Agree	A table model in 3D with the area of Undy, Magor, Rogiet, Caldicot in more detail - with local landmarks highlighted	We realise that the emphasis is on solving the problem of the Brynglas Tunnels. Not necessarily Undy, Magor, Rogiet, benefitting greatly from the proposals. This local area needs greater benefit to help the local people appreciate and get on board with the inevitable future disruption
263	H139	Yourself	Magor	1	1				1	1		1	1			Tend to Agree	What is the minimum height about OD to prevent any flooding issues in future	
264	H140	Yourself	Magor	1					1	1		1				Strongly Agree	A scaled model built of the proposal	Still think that improving the existing M4 corridor is the best option
265	H141	Yourself	Magor	1				Twitter/ Facebook	1	1	1	1	1	1		Strongly Agree	All of it was well co-ordinated. Excellent improvement from previous exhibitions	Need to show Magor station/ Metro as a blue square. Would like next time to have more information on noise and pollution mitigation - I understand by talking to project team that this will become clearer as more environmental modelling is completed
266	H142	Yourself	Nash	1		1		Email	1			1				Tend to Agree	More detail of Junctions with B4245 near Rogiet and Undy	Cycle path along B4245 from Undy to Rogiet please

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
267	H143	Yourself	Magor	1	1	1			1			1				Strongly Agree		I am broadly supportive of the project as I don't think there is any alternative (route either) to opening up the bottle neck and giving a new artery to boost the Welsh economy. As I live in West End Magor I would want to be assured that adequate noise reduction barriers/ trees are put on the raised section of new motorway to the WSW of West End. I also think to meet the overall transport improvement objective a new railway station should be built to serve Magor and Undy.
268	H144	Yourself	Magor	1					1	1		1	1			Strongly Agree	Some of the language is a bit technical i.e. "cutting". This was explained by a member of staff, but I wouldn't have understood what it meant otherwise	I'm concerned about the new proposed J29 and the number of vehicles that will have to criss cross underneath here. Similar junctions in other locations are difficult to navigate - a nightmare. Also will the drainage be sufficient in an area of high flood risk?
269	H145	Yourself	Magor	1					1			1				Strongly Agree		Concerned about possible length of time that St Brides Road may be sealed off - access to Penhaw. Staff extremely helpful and well informed.
270	H146	Yourself	Magor			1			1	1		1	1			Tend to Agree	Insufficient view points on the interactive display panel e.g. No views of the proposed road from the Coastal path. Highlight clearly key points on the video with arrows - Magor brewery, Solutia, etc. The venue was too small and not enough presenters to answer questions. Many people took one look at the congestion in the venue and walked away.	Presenters talk to people as if the road has already been approved. The description The New Road is used by the team, when in fact they should be describing it as the proposed road. The focus all the time was on road traffic and how wonderful the proposed road will be when it's built. There was a total lack of appreciation of the negative impacts on the proposals. Questions such as the total costs? Affect on wildlife inc. rare and endangered species? Total amount of greenhouse gases (both during construction and in use) could not be answered. What is the visibility from the coastal path?
271	H147		Magor	1					1	1	1	1	1	1		Tend to Agree	Very open and informative; good personal intervention	I should like to know more about the proposed new railway station at Llanwrn, and the links with the WG proposals for SE Wales Metro. I should like to see the indicated cycling super highway extending from Cardiff to Newport, Llanwrn and the Severn tunnel junction
272	H148	Yourself	Magor	1		1			1		1	1				Tend to Agree		We have concern regarding access to the allotments via Blenheim Close by vehicles. As it stands access to the allotments is via Green Lane if the traffic bollard at the bottom of Green Lane was removed vehicles could once again have access to the allotments
273	H149	Yourself	Magor	1					1			1				Strongly Agree		Why doesn't the new motorway run parallel to the railway?
274	H150	Yourself	Magor	1					1							Strongly Agree	It was well presented and well staffed	The turning on into Magor Undy and Caldicot needs to be signed a local traffic only. It seems possible for lorry drivers going to Euro Park (Tesco/ Wilko) to be misdirected by their satnav programme to go through the villages by mistake. It will be important that signs on the motorway from the toll booths is very very clear.
275	H151	Yourself	Magor	1					1			1				Strongly Agree		Reconsider the proposed link up near Caldicot re Severn Tunnel junction park & ride proposal. Caldicot not on M4/ M48 but loads of traffic
276	H152	Yourself	Magor		1	1		Facebook	1		1	1	1	1		Strongly Disagree	No roundabout for 23 on motorway M48 otherwise again you are cutting Chepstow from the rest of Wales - next thing you will add tolls. Junction 23 is the problem (should be looked at correctly) is going to be another problem for those on the border	Make the M48 free flowing (no roundabout) Use flyover for M48 to M4 eastbound and vice versa. Please make the correct decision for those in the East
277	H153	Yourself	Magor	1		1			1	1		1	1			Strongly Agree		Has the impact to Severn Tunnel junction parking been assessed and the parking that is already occurring in the surrounding streets? People are parking in Rogiet either because there is no parking available or they won't pay the car park fees. The new junction by Rogiet may encourage more people to visit the station and block our streets even more!
278	H154	Yourself	Magor	1				Community Council	1			1				Strongly Agree	Representative of MCC would have helped - the need for a cycle path from Magor to Caldicot is essential and I believe that this is MCC responsibility. Also the need to maintain and enhance existing ROW is essential especially the underpass to St Bride's Valley	Whilst I appreciate the need to do something - I am dismayed at the impact this road will have on the residents of Magor and Undy. The noise level from the existing M4 is already unbearable at times, and whilst I understand that the volume of traffic is the same the effect will now enclose all Magor to this noise and pollution
279	H155	Organisation	Magor		1							1	1			Strongly Agree		
280	H156	Yourself	Magor	1						1						Strongly Agree		
281	H157	Yourself	Magor	1						1			1			Tend to Agree		
282	H158	Yourself	Magor	1					1	1	1	1	1	1		Strongly Agree		
283	H159	Yourself	Magor		1				1	1						Strongly Agree		
284	H160	Yourself	Magor	1					1	1		1				Strongly Agree		
285	H161	Yourself	Magor		1					1	1	1				Strongly Agree		
286	H162	Yourself	Magor		1				1	1			1			Strongly Agree		
287	H163	Yourself	Caerleon	1					1	1		1	1			Tend to Agree		
288	H164	Yourself	Nash	1					1			1				Tend to Agree		
289	H165	Yourself	Magor					County Councillor		1		1				Neither		
290	H166	Yourself	Nash	1					1			1	1			Strongly Agree		
291	H167	Yourself	Nash		1				1			1				Neither		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
292	H168	Yourself	Nash		1				1		1	1				Neither		
293	H169	Yourself	Nash		1				1		1	1	1	1		Strongly Agree		
294	H170	Yourself	Nash	1					1	1	1	1	1	1		Strongly Agree		
295	H171	Yourself	Nash	1					1			1		1		Tend to Agree		
296	H172	Yourself	Magor		1				1	1	1	1	1	1		Strongly Agree		
297	H173	Yourself	Magor	1					1	1		1	1			Strongly Agree		
298	H174	Yourself	Magor					Facebook			1					Tend to Agree		
299	H175	Yourself	Magor	1					1	1	1	1	1			Strongly Agree		
300	H176	Yourself	Magor	1						1			1			Tend to Agree		
301	H177	Yourself	Magor	1					1				1			Tend to Agree		
302	H178	Yourself	Magor					Walking by			1					Strongly Agree		
303	H179		Magor	1					1			1				Strongly Agree		
304	H180	Yourself	Magor	1	1				1	1		1	1			Strongly Agree		
305	H181	Yourself	Magor	1		1			1			1				Tend to Agree		
306	H182	Yourself	Magor	1	1				1	1						Strongly Disagree		
307	H183	Yourself	Magor	1					1	1	1	1	1	1			3D flythorough really helped	
308	H184	Yourself	Magor	1					1	1	1	1				Strongly Agree		
309	H185	Yourself	Nash	1	1				1		1					Tend to Agree		
310	H186	Yourself	Nash	1					1			1	1			Tend to Agree		
311	H187	Yourself	Magor	1					1		1	1		1		Strongly Agree		
312	H188	Yourself	Magor	1					1		1	1		1		Strongly Agree		
313	H189	Yourself	Magor	1					1			1				Strongly Agree		
314	H190	Yourself	Magor					Facebook	1							Tend to Agree		
315	H191	Yourself	Magor	1					1	1	1	1				Strongly Agree		
316	H192	Yourself	Magor	1								1				Strongly Agree		
317	H193	Yourself	Magor	1					1	1		1				Strongly Agree		
318	H194	Yourself	Swansea					Stand in Swansea				1				Strongly Agree		
319	H195	Yourself	Swansea	1								1				Strongly Agree		
320	H196	Yourself	Swansea					Passing by	1							Strongly Agree		
321	H197	Yourself	Lysaght		1							1	1			Tend to Agree		
322	H198	Yourself	Lysaght		1				1	1		1				Strongly Agree		
323	H199	Yourself	Lysaght			1			1							Strongly Agree	The staff in attendance were very helpful and informative and the Lysaght Institute was a lovely setting in which to view what is proposed. The video animation was succinct and covered the main points in a punchy style	As a resident of monmotuhshire and a former commuter who used the motorway around Newport, I consider this improvement to the motorway to be the most important infrastructure project in Wales. I believe that this project will have the greatest positive impact and the greatest benefit to Wales os all transport improvement opportunities. It should be afforded top priority and should be delivered as soon as possible.
324	H200	Yourself	Lysaght	1					1	1		1				Tend to Agree		
325	H201	Yourself	Lysaght	1					1	1		1				Strongly Agree		Fully support this new bypass
326	H202	Yourself	Lysaght	1					1				1			Strongly Agree		Excellent exhibition. Build it ASAP
327	H203	Yourself	Lysaght		1				1	1	1	1	1	1		Strongly Agree		This new motorway should have been constructed 10 years ago
328	H204	Yourself	Lysaght	1					1	1		1				Strongly Agree	Very good	
329	H205	Organisation	Lysaght	1		1			1				1			Tend to Agree		I work with organisations who support individuals who are noise sensitive in St Brides and have concerns on how the work would effect their environment in St Brides, which would result in negative behaviour and risks to the public and staff. I also have concerns how the construction and finished motorway would affect the local environment. I also questiont he need for it when there are existing dual carriageways that could be improved or made easier to access (the old A48 in Castleton, the road behind the steelworks and Spytty retail park. There is also the existing dual carriageway through the valleys which loop from the A470 to Cwmbran). I also feel the motorway congestion culd be improved by better rail and bus services and better roads in Newport itself - a large number of locals go round rather than through the city especially at peak times.
330	H206	Yourself	Lysaght	1					1	1	1	1	1			Strongly Agree		
331	H207	Yourself	Lysaght		1				1	1						Strongly Agree	At this stage this is sufficient information to enlighten the general public. Gives a good overview with the general arrangement diagram and video	
332	H208	Yourself	Lysaght	1					1	1		1	1			Strongly Agree		
333	H209	Yourself	Lysaght	1					1		1	1	1	1	Speaking to M Bates	Strongly Agree		21st century economy of Wales requires a 21st century infrastructure or we will continue to lag behind other parts of the UK and Europe
334	H210	Yourself	Lysaght	1	1				1	1		1				Strongly Agree		Start as soon as possible
335	H211	Yourself	Lysaght	1					1		1	1				Strongly Agree		I am in full agreement with the proposal. The sooner the now motorway is built the better. It will alleviate congestion on M4 through Newport and hopefully encourage inward investment in South Wales. We need new business and the jobs they will bring. As a Lib Dem supporter I can't believe they don't think this is a good venture for South Wales

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
336	H212	Yourself	Lysaght	1					1	1		1	1			Strongly Agree	No, plenty of information and enough staff to explain any points raised regarding timescales, proposed junctions etc.	Well presented, easy to understand proposals with the combination or artist impression to help with scale (bridge) and video to enable us to understand fully the route the motorway will take. Scheme will be greatly improved with the speedy removal or simplifying of the toll booths on the severn crossing
337	H213	Yourself	Lysaght		1	1		word of mouth		1	1					Tend to Agree		
338	H214	Yourself	Lysaght		1	1			1	1				1		Strongly Agree		
339	H215	Yourself	Lysaght		1					1		1				Strongly Agree		
340	H216	Yourself	Lysaght	1					1			1		1		Strongly Agree		Very good scheme please cut the red tape and get on and build it. We M4 users have suffered long enough. Very good presentation and well informed advisers. Make haste and build it
341	H217	Yourself	Lysaght	1								1	1			Strongly Agree		
342	H218	Yourself	Lysaght	1					1	1			1			Tend to Agree		
343	H219	Yourself	Lysaght	1	1				1	1	1	1	1	1		Strongly Agree		Strongly believe the main artery road to Newport city centre is required. Shoppers!
344	H220	Yourself	Lysaght		1							1			Ryan & Keith	Strongly Agree	Not that I can see. Ample staff who are both knowledgeable and helpful	I was concerned about the potenetial impact to the RSPB (wetland). Having spoken to staff I am comfortable that impact to this particular area is minimal
345	H221	Yourself	Lysaght		1				1	1		1	1	1		Tend to Agree	Wea re interested in moise figures and plans for construction traffic	
346	H222																	Can provision be made to ensure there is provided access at J23 to Bearcroft Lane. To enable continued access to the A48 from Bearcroft Lane
347	H223	Yourself	Lysaght	1					1		1	1	1	1	Couldn't hear video	Strongly Agree	No it was excellent	I strongly agree with opening up the junction on the existing M4 at Caerleon. To get the proposed inceases int eh economy of South Wales, I don't think this will happen with the road alone. It must be in conjunction with the end of the tolls on the severn bridge crossing. The unfair tax on entering Wales
348	H224	Yourself	Lysaght	1					1	1	1	1	1		Haven't read brochure	Tend to Agree	There are claims that there will be improvements to alternative modes of transport, and to the existing M4, however, there is little tangible evidence of any firm costed proposals to do this. Lack of joined up thinking with rail proposals. Also concerns about effect fo new bridge on existing jobs not clarifited	Thank you for your efforts in consulting. The 3D flythrough is particularly impressive
349	H225	Yourself	Lysaght		1					1		1				Strongly Agree	It appears that this proposal/route/design is a fait accompli rather than a means of excitinf public opinion/ feedback. It makes us, the public, feel powerless and voiceless	
350	H226	Yourself	Lysaght	1								1				Strongly Agree	Very professional and informative	As a life long resident of Newport, the traffic system at times is chaotic and gridlocked. Also as a welsh person the main artery into Wales is in poor health. This needs to happen to cope with growing population and also to attract investment into Wales. To opponents, please think long term, think how much it will help us all in 50 years if not definitley before.
351	H227	Yourself	Lysaght	1					1		1					Strongly Agree	Mor advertising around Newport and Cardiff area. Very well documented and presented	Can't we have a grander and more iconic bridge! That will be world famous
352	H228	Organisation	Lysaght	1		1			1			1				Strongly Agree		
353	H229	Organisation	Lysaght			1			1	1		1				Strongly Agree	Good event, well informed. Very helpful staff	
354	H230	Yourself	Lysaght	1					1	1		1	1			Strongly Agree		Fully agree with the current plans
355	H231	Yourself	Lysaght		1				1	1	1	1	1	1		Strongly Agree	Interactive display could be vertical	Tea and biscuits
356	H232	Yourself	Lysaght		1				1	1	1	1	1	1		Strongly Agree		The sooner the better. Crossing a barrage would be an enormous advantage. The so called blue route would be a disater
357	H233	Yourself	Lysaght		1				1			1				Tend to Agree		Would you kindly hurry up and build this bypass around Newport which we badly need
358	H234	Yourself	Lysaght	1					1	1	1	1				Strongly Agree		Very clear and helpful
359	H235	Organisation	Lysaght	1				email		1			1			Tend to Agree		
360	H236	Yourself	Lysaght	1					1	1	1	1	1			Strongly Agree	The information was excellent and staff were very helpful	I am strongly in favour of an M4 relief road around Newport. If a barrae could be incorporated inot the River Usk crossing the cost might be cheaper and the economic benefits greater
361	H237	Yourself	Lysaght	1						1	1	1		1		Tend to Agree		
362	H238	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree	May have been useful to have a 3D flythrough of the current arrangement for better comparison. And also maybe a 3D model?	
363	H239	Yourself	Lysaght	1					1				1			Strongly Agree	It was very informative	Would like to have seen some information on the alternative proposals and why they were rejected in favour of this particular option
364	H240	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree		About time
365	H241	Yourself	Lysaght	1					1	1		1				Tend to Agree		None about the quality of the exhibition
366	H242	Yourself	Lysaght	1					1			1	1	1		Strongly Agree		I think the proposlas at M4 J23 link to M48 & B4245 are excellent. Also I believe the route around Magor avoiding the SSSI's is the correct proposals

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1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
367	H243	Yourself	Lysaght	1					1			1	1			Strongly Agree		The exhibition was extremely helpful
368	H244	Yourself	Lysaght		1				1				1			Strongly Agree	iPads do not work - why have them? Interactive screen was not accessible to elderly	Members of staff should be fully conversant with local area and the existing road layout. Closing of existing slip road at J25a will cause significant tailbacks onto the motorway, particularly as there will be traffic lights on the roundabout
	H245	Yourself	Lysaght	1						1		1	1			Strongly Agree		Well presented by helpful staff
	H246	Yourself	Lysaght		1				1		1	1	1	1		Strongly Agree		This project will unlock Wales.
371	H247	Yourself	Lysaght	1						1						Tend to Agree		
372	H248	Yourself	Lysaght			1			1	1	1	1	1	1		Strongly Agree		It needs to be implemented as soon as possible. Excellent scheme and is really needed to improve transport
373	H249	Yourself	Lysaght	1	1				1	1	1	1	1	1		Strongly Agree		Very good explanations
374	H250	Yourself	Lysaght		1				1							Strongly Agree		If it is not built the economy of Wales will not grow, therefore no job growth. No investment which is needed
375	H251	Yourself	Lysaght	1					1	1	1	1				Strongly Agree		Looks well considered and is urgently needed
376	H252	Yourself	Lysaght	1					1	1		1		1		Strongly Agree		
377	H253	Yourself	Lysaght	1					1		1	1				Tend to Agree		I am particularly interested in the restructure of the Junction 25
378	H254	Yourself	Lysaght	1								1				Strongly Agree		
379	H255	Yourself	Lysaght			1			1			1				Strongly Agree	Very informative	The new M4 arounf Newport is desperately needed and the exhibition demonstrates this well. Environmentally it appears that everything possible is being done to mitigate the effect of the project. The only technical comment I have is that it appears a big mistake to not have a freeflowing link between the existing M4 from the valleys areas towards England
	H256	Yourself	Lysaght		1					1			1			Strongly Agree	Excellent well informed exhibition. I now have a much more in depth understnading of the project	South East Wales needs this project for the future economy of the country
	H257	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree		
382	H258	Yourself	Lysaght	1		1			1				1			Strongly Agree	Any areas where I has still been confused have been fully explained by the staff who were there to help	I'm still not totally convinced that down grading the existing M4 is a good idea
	H259	Yourself	Lysaght	1					1				1	1		Strongly Agree		Between J25a and J25 - reversing the feed for traffic from the north on A4042 may increase the flow of traffic towards Newport and also increase congestion on roundabout of B4596. The proposed change would be more convenient for me.
	H260	Yourself	Lysaght	1	1				1	1	1	1				Strongly Agree	I think you have done everything	I think have an additional exhibition at Newport Kingswat shopping centre on a Saturday would have been beneficial
385	H261	Yourself	Lysaght		1				1			1		1		Strongly Agree		I totally agree that the black route is the most effective and will cause the less disruption to all
386	H262	Yourself	Lysaght		1				1			1		1		Strongly Agree		I agree with the black route
387	H263	Yourself	Lysaght	1					1			1				Strongly Agree	I think that the larger layout of J28 should have been on the display panels a sit will have made the western end of the scheme much more understandable	
	H264	Yourself	Lysaght		1					1						Tend to Agree		
	H265	Yourself	Lysaght	1						1		1	1			Strongly Agree		Yes. Bulid it tomorrow! We desperately need this new motorway
390	H266	Yourself	Lysaght	1								1	1	1		Strongly Agree	Plenty of information available	Sooner it starts the better - long time coming
391	H267	Yourself	Magor			1			1		1		1			Strongly Agree	Hold it in less cramped space. Have the displays available for a longer period - 2 afternoons in magor didn't seem adequate for the large local population	Noticeable lack of input from any organisations concerned with local wildlife and environment. Needs some more specific information about mitigation of potential noise and air pollution
	H268	Yourself	Lysaght			1			1	1	1		1	1		Strongly Agree	This exhibition was very well presented indeed	This proposed scheme seems to make little sense. I have been driving this current M4 layout for 25 years and, although the variable speed section at Brynglas has helped, it is blatently obvious that the route in its current guise is being crippled by the ever growing volume of traffic. Our company is a small service provider of 22 vehicles and it is scary to envisage the total non porductive time that we lose bumper to bumper or slow moving over hte period of 1 year. I'm sure that this scheme will be sympathetic to the SSSI but without it South Wales will fall to ruin from tourism, financial growth and residential appeal points of view
	H269	Yourself	Lysaght					email		1	1	1	1	1		Strongly Agree	I was very satisfied with the display material and the opportunity to discuss the proposals with staff at the exhibition. I now have a much better understanding of the proposed scheme. In particular, location of juncitons and impact on Newport Wetlands which is negligible	I am strongly in favour of the scheme. I am a loacl resident and a member of the RSPB and Gwent Wildlife Trust. The effect in wildlife will be minimal. I hope the programme for the various statutory procedures and construction will be met. The sooner it is built the better.
394	H270	Organisation	Lysaght			1			1	1	1		1			Strongly Agree		
395	H271	Yourself	Lysaght					email	1		1	1	1			Strongly Agree	The mixture of media worked well. It was excellent and better than previous exhibitions in explaining the route, impact and timetables for the project	I am strongly in favour of the proposal. Despite being retired and able to use the motorway off peak, the congestion is now unpredictable. It is depressing to come back from a good journey from either London or Yorkshire and find that just as you are nearly home the queues start and the last part of the journey is very slow progress and vice versa. This must affect businesses as well. What impression are we giving? Are we really open for business

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
396	H272	Organisation	Lysaght					Through work	1	1	1	1	1			Tend to Agree		
397	H273	Organisation	Lysaght		1	1					1	1		1		Tend to Agree	Hard to find if you did not have detailed knowledge of Newports traffic	Numerous comments which will be made later after consultation with members
398	H274	Yourself	Lysaght		1				1	1	1	1		1		Strongly Agree		Hopefully will be approved without too much opposition and work can start asap
399	H275	Yourself	Lysaght					email	1	1	1	1	1			Strongly Agree	A little more information on how you will update the existing M4 once the new motorway had been built and the impact on the local infrastructure	Please could you send me a copy of the plan for updating the existing M4 around J25-28. I heard it will be the complementary plans: jvaughan124@googlemail.com
400	H276	Yourself	Magor	1	1				1							Tend to Agree	Obviously a lot of money and expertise went into the production of this public relations exercise. However it would have been helpful to have input from people and organisations who are against the scheme but do not have the resources of the WG to state their case. Data which is regarded as questionable but responsible experts is presented as unchallenged facts (traffic forecasts) giving the impression that the scheme is of undoubted benefit when we all know that this is not the case. The value of the exhibition was therefore limited as it did not allow an opinion to be based on the complete picture. Those against the scheme should have been allowed equal funding and resources to put their case.	It seems unreasonable to literally bulldoze this environmentally and morally questionable project through without proper consideration of the alternatives. Its impact on residential areas of Magor will be unacceptable by any standard. The scheme should not be proceeded with for at least 5 years after the completion of the electrification of the main line and possible new stations at Magor and Llanwern have been evaluated. The new road through the steelworks site has potential to take pressure off the M4 around Newport that have not been fully exploited. The timescale for the relief road project as stated in the exhibition is premature. Once the unnecessary damage has been done and the money spent when it could do more good elsewhere it will be too late
401	H277	Yourself	Lysaght	1					1	1	1					Strongly Agree		I think it is something we need due to the problems with Brynglas tunnels. I would ask if consideration could be given to Magor services for both motorways Newport of eastbound M4
402	H278	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree		
403	H279	Yourself	Lysaght		1				1	1						Tend to Agree	Followed the sign for exhibition to be confronted by stairs. Please ensure you put information regarding lifts/ accessibility alongside this	
404	H280	Organisation	Lysaght						1	1	1	1	1	1		Strongly Agree		
405	H281	Yourself	Lysaght		1				1		1			1		Neither		Too much money being spent on one project
406	H282	Yourself	Lysaght	1								1				Strongly Agree		
407	H283	Yourself	Lysaght	1					1	1		1	1			Tend to Agree		
408	H284	Yourself	Lysaght		1							1				Tend to Agree		Upgrade the SDR - make better use of the existing M4 round Newport. Abolish variable speed limit - encourage traffic to move as per the highway code - overtake properly and clamp down on lane hogging on M4 2 lane sections - smaller vehicles driving the same speed alongside HGV, coaches, etc is dangerous. They should be overtaking. In an accident the car and occupants could be killed - most lorry drivers walk away from that type of accident. The variable speed limit causes congestion and accident situations - please get rid
409	H285	Yourself	Lysaght		1	1			1			1				Strongly Agree		
410	H286	Yourself	Lysaght		1				1	1	1					Strongly Agree		
411	H287	Yourself	Lysaght	1					1					1	1	Tend to Agree		As the route passes through potentially contaminated areas and also across land reclaimed from the sea, the safety aspects and/or cost involved are worrying. Opening up J25 would be helpful. Could 1 billion or maybe more when time comes be better spent?
412	H288	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree		
413	H289	Yourself	Lysaght	1					1		1	1	1	1		Tend to Agree		As with many large scale projects - double the cost and double the timescale and you may be approaching realistic
414	H290	Yourself	Lysaght		1				1	1		1		1		Strongly Agree	The staff were very helpful and explained everything clearly. Hopefully it will all go ahead it is a very needed addition to the welfare of Newport, bringing employment and prosperity to a once thriving community	
415	H291	Yourself	Lysaght	1					1	1		1	1	1		Strongly Agree	The staff were more than helpful and gave practical answers to my questions, made my mind up to approve of the scheme	I hope the proposals come to function and not got the way of other schemes for development in Newport which either took many years to materialise and just dried up
416	H292	Yourself	Lysaght		1				1		1	1				Tend to Agree	Give more of the major route map and detail of the end junction together with the proposals for access to Newport town centre. Present proposals are virtually for a bypass of Newport	ILLEGIBLE
417	H293	Yourself	Lysaght		1				1				1			Tend to Agree		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	ID	Q1	Q2	Q3					Q4							Q5	Q6	Q7
2				Flyer	Newspaper	Internet	Radio	Other	Maps	Video	Panel	Speaking	Flythrough	Brochure	Other			
418	H294	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree	Very well presented with friendly helpful staff, cannot see anything else to improve	Long time overdue lets get on with it. Maybe now the Welsh economy can improve
419	H295	Yourself	Lysaght	1					1							Tend to Agree	A very positive display. I would have liked to see a list of any majoe cons as well. I do not believe there are none	I hope that it is intended to be built in some future proofing for increased traffic
420	H296	Yourself	Lysaght	1					1	1	1		1			Tend to Agree	Increase the scale of some of the maps - the junctions so that the implications were clearer and more people could study them. There was some congestion around the Castleton and Magor proposals	Staff were helpful and as informative as they could be given that detailed work continues on matters such as environmental impact, junctions. My personal view is that this project to improve access to S Wales could be achieved as a lower cost but today's exhibition has helped me to understand these proposals much better
421	H297	Yourself	Lysaght	1								1				Tend to Agree	I would like to know more about the noise levels in Marshfield and also about construction traffic around the existing A48 between J28 & 29	I am concerned about cyclists using the declassified M4 though and around the tunnels
422	H298	Organisation	Lysaght			1			1	1		1				Neither		cooperation on intergration of rail and bus please. Coordinate plans with Metro
423	H299	Yourself	Lysaght	1					1	1	1	1	1			Strongly Agree		
424	H300	Yourself	Lysaght		1				1	1		1				Strongly Agree		
425	H301	Yourself	Lysaght	1					1	1	1	1	1	1		Strongly Agree		
426	H302	Yourself	Lysaght	1					1		1					Tend to Agree	All the upsides seemtohave been highlighted but little/ no attention given to the potential downside	We could always blow up the tunnels and widen the existing motorway
427	H303	Yourself	Lysaght					Neighbour	1		1	1				Strongly Agree		I am very much in favour of the scheme and am impressed with the care taken in the road alignment
428	H304	Yourself	Lysaght	1					1	1		1		1		Strongly Agree		Very well organised
429	H305	Yourself	Lysaght		1				1	1	1	1	1	1		Strongly Agree	Flythrough was excellent	A very well designed exhibition. The sooner it starts the better



Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

Coridor yr M4 o amgylch Casnewydd M4 Corridor around Newport

Atodiad D: Copi o'r Ffurflen Ymholiad

Appendix E: Copy of the Enquiry Form



THE M4 CORRIDOR AROUND NEWPORT PROJECT

PROSIECT CORIDOR YR M4 O AMGYLCH CASNEWYDD



Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

Record of Enquiry / Cofnod o Ymholiad

Public Information Exhibitions
Commencing on Monday 7th September, 2015

Data protection act

We are registered under the act to process personal information. To comply with the act we must tell you about the collection of your personal information.

In voluntarily completing this form you are agreeing to provide limited personal contact information to us so we can help with any enquiries you may have.

Arddangosfeydd Gwybodaeth i'r Cyhoedd
Dechrau ar ddydd Llun 7 Medi, 2015

Deddf diogelu data

Rydym wedi'n cofrestru o dan y ddeddf i brosesu gwybodaeth bersonol. Er mwyn cydymffurfio â'r ddeddf mae'n rhaid i ni roi gwybod i chi am gasglu eich gwybodaeth bersonol.

Trwy gwblhau'r ffurflen hon yn wirfoddol rydych yn cytuno i ddarparu gwybodaeth cyswllt cyfyngedig personol Oi ni fel y gallwn eich helpu gydag unrhyw ymholiadau sydd gennych.

DATE / DYDDIAD

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