Stakeholder Feedback Session

Today's Agenda

1. **Session Outline**
2. **Update on work of the Commission**
3. **Main items of discussion:**

   'A Network of Alternatives' to the M4 Motorway in SE Wales

   Covid-19 and implications for travel demand and remote working

   Workplace travel planning

4. **Round up and next steps**

FINDINGS:

- M4 congestion is largely peak-hours problem, esp associated with commuting.

- M4 not a resilient motorway & a small increase in traffic leads to disproportionate congestion increase

- Interacts with the wider road network, particularly in Newport

- Inflows and outflows vary greatly by junction, contributing to congestion

- Congestion has become much worse over time

- Is largely used for medium-distance travel starting/ending in Cardiff, Newport and Bristol

- Land use & transport decisions are contributing to congestion

- Common M4 journeys are poorly served by alternatives

- Public transport and AT networks do not accommodate the range of journeys that people are undertaking (esp commutes)

- Rail and bus integration is hindered by the regulatory model along with limited regional coordination

- Active travel is insufficiently integrated with the wider transport network

- Freight is not a major contributor to congestion, but the industry is highly affected

- In the future, there will be significantly more people travelling within South East Wales and to the cities

- Technology is unlikely to ameliorate the congestion problem

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'A Network of Alternatives' for SE Wales
- an emerging Commission recommendation

- **Points of access to the network** – *places that people join or leave the public transport network, usually bus or rail stations or interchanges (for example, Newport bus station or Severn Tunnel Junction rail station)*

- **Transport corridors** - *feeding the network including connecting different stations or radiating out from them (for example, a corridor from the centre of Newport to Tredegar Park in West Newport)*

- **Service standards for the network** - *which determine the transport service which operates along each corridor and at each station (for example, frequency of service and ease of interchange)*

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Locations of suggested interventions are result of demand analysis i.e. where people are mostly travelling to and from

Table 1: Highest Origin-Destination Movements between Junctions 23 and 29

Ranking	AADT	Percentage of total AADT using M4	From	To
1	9400	4%	Cardiff	West Newport
2	8800	4%	West Newport	Cardiff
3	6300	3%	Greater Bristol	East Newport
4	6100	3%	East Newport	Greater Bristol
5	5500	2%	West Newport	West Newport
6	5500	2%	West Newport	Greater Bristol
7	5400	2%	Greater Bristol	West Newport
8	5000	2%	Cardiff	East Newport
9	4600	2%	Monmouthshire	Cardiff
10	4400	2%	East Newport	Cardiff
11	4400	2%	Cardiff	Monmouthshire
12	4300	2%	East Newport	West Newport
13	4300	2%	West Newport	Monmouthshire
14	4300	2%	Cardiff	Torfaen
15	4000	2%	Greater Bristol	Cardiff

Source: M4CaN Model Outputs, issued to Mott MacDonald by ARUP

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Rail 'Backbone' of a new Regional Public Transport Network
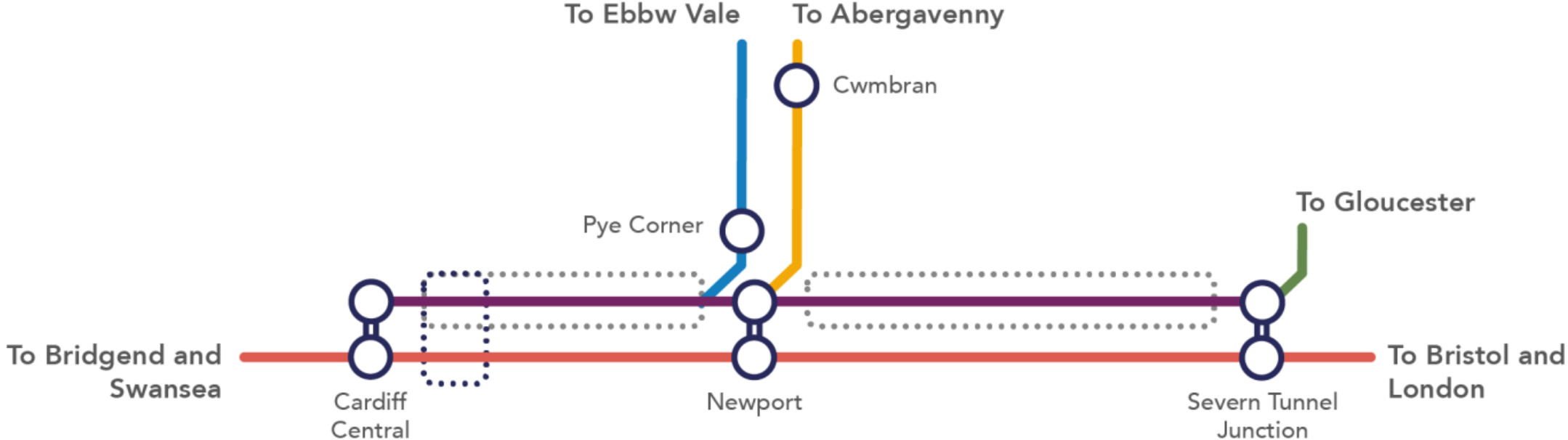
Access to the Network: Potential New Train Stations

- **East Cardiff** – St Mellons/Cardiff Parkway
- **West Newport** – New station on Ebbw Vale Line or Main Line close to A48 Bridge
- **East Newport** – Llanwern and new station near to Somerton Rd in Newport
- **Magor**
- **Severn Tunnel Junction**
- **Cardiff Metro** – Rover Way

Q. Do you think we have identified the right sites?

Q. Are there any issues with them?

Q. Do you think there are other sites with real merit?

Q. Are there any access issues with these sites? (AT, Bus, P&R, road, parking)

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Network Transport Corridors

- **Are there any key transport corridors that aren't currently being served by public transport, AT, P&R, or by local road?**
- For example, proposed key bus corridors:
  - Cardiff Rd
  - Cardiff to Newport A48
  - Chepstow Rd
  - SDR (A48)
  - Malpas Rd
  - Old Green Roundabout

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Network Service Standards

- Bus and train service frequencies
- Hours of operation
- Ticketing
- Information
- Accessibility
- Governance

Q. Are there any other key features where minimum service standards should apply and what should they be?

Covid-19 & Implications for Demand for Travel

Dramatic impact on how people are working and therefore travelling in SE Wales – but doesn't solve congestion in longer term

ONS data for April 2020 – 40% of workers in Wales had worked from home at some point during their working week

Welsh Government is starting to consider what remote working could look like in the longer term and what the implications would be e.g. demand for travel, land use and planning, environmental impact, mental health and wellbeing.

Commission has surveyed some major employers to ask for their experience and intentions

Q. What has your organisation's experience been?
Q. What are your medium/longer term strategies?

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Workplace Travel Planning

A strategy coupled with a package of measures put in place by an employer to try and encourage more sustainable travel, usually through a reduction in single occupancy car trips and an increase in lift sharing, public transport use and active travel journeys to work.

Commission undertook Workplace Travel surveys with employers along the M4 Corridor

- Around 40% of car drivers said they would be willing to try other options such as walking, cycling, public transport or car sharing to travel to work some of the time

- nearly 70% of commuters confirmed they presently experience barriers that make it difficult for them to use any other option than the car.

Q. Do you think there is a need for a pan-Wales Workplace Travel Planning Service?

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Next Steps

Send any written feedback to:
SEWTransportCommission@gov.wales

Next – and final – report will set out specific recommendations to the Welsh Government.

Intention is to publish report by end 2020.