

caim #NoNewM4

<https://savethelevels.org.uk/>

Traffic congestion on the M4 at Newport and across the area is a serious economic and health problem.



Building an expensive new motorway across the Gwent Levels will not solve the problem. We need a progressive, imaginative solution for transport around Newport and across Wales, to take the Welsh economy forward and solve transport issues for a generation. We ask our politicians to:

- provide effective, efficient and affordable public transport systems across Wales,
- ensure effective traffic management on the existing M4 and in Newport,
- develop a comprehensive transport system that meets our needs and the legal requirements for clean air,
- reduce CO₂ emissions, to comply with the Welsh Government's commitments,
- ensure the Welsh Government complies with its own Environment Act and Well-being of Future Generations Act,
- provide solutions which don't damage internationally and nationally important wildlife habitats.

Economics

- The Black Route will eventually cost £2 billion or more, including nearly £200 million to compensate Newport docks, and is equivalent to 7 new hospitals, 40 new secondary schools or 150 new primary schools.
- £2 billion exceeds the annual Wales education budget and is twice the annual budget for economy and transport. £2 billion is far too much for Wales to spend on a road which will not solve our transport problems nor help small businesses.

Landscape & Wildlife

- The Gwent Levels are nationally important for wildlife. Four SSSIs plus ancient woodlands will be severely damaged or destroyed. Over 35% of the Levels have already been lost to the steel works, the Second Severn Crossing, distribution centres and retail parks. This nationally important wetland landscape and its rare and sensitive species cannot afford further losses.
- The new M4 will have embankments of up to 18 metres dominating the landscape. That's the equivalent of a six-storey house or higher than the church at Magor.

Noise and Air Pollution

- The UK Highways Agency and Transport Scotland classify homes as having 'high' sensitivity to noise. The Welsh Government classifies homes as having 'medium' sensitivity, so imposing higher noise levels on Welsh homes than Scottish or English homes.
- The additional road traffic will produce even greater quantities of hazardous air pollutants including carbon monoxide, nitrous oxides, volatile organic compounds (VOCs), ozone and particulates.

Climate Change

The construction alone will generate vast additional CO₂ emissions. The finished road, using realistic traffic projections, will every year produce significant extra CO₂ emissions in Wales, further contributing to climate change. This makes it even more difficult to meet targets to limit global warming and is contrary to the Welsh Government's own transport planning strategy, its Well-being of Future Generations Act, its Environment Act and Natural Resources Wales objections.

HOW YOU CAN HELP

Please tell the Welsh Government and your Assembly members that the road is unacceptable and that less costly, more efficient alternatives are available. They could prioritise sustainable transport across Wales and take effective steps to ease traffic flows on the existing M4. Investment in the South Wales Metro, new North/South rail connections, other public transport measures, such as priority bus lanes, car share lanes or Park-and-Ride schemes, and active traffic management would all help solve the problems. The more letters they get, the more likely it is we can stop the road. Don't let them take the easy, failed option of building more roads – we deserve better from our elected representatives and for our children:

- Write to your Assembly Members. You have one Constituency AM and four Regional AMs representing you. Write to them all using www.writetothem.com,
- Visit your local Assembly Member's constituency surgery,
- Ken Skates AM is the Welsh Government Secretary for Economy and Transport. Write to him at: Correspondence.Ken.Skates@gov.wales,
- If you are a member of a local group that would be affected by the road, get the group to write to the Welsh Government,
- Support the Gwent Wildlife Trust campaign: <http://www.gwentwildlife.org/how-you-can-help/m4-relief-road-help-us-protect-gwent-levels>
- Support the Friends of the Earth campaign: <http://www.foe.cymru/resources>
- Support CALM, the Campaign Against the Levels Motorway: [@CalmCampaign](https://www.facebook.com/campaignagainsthelevelsmotorway/) on Twitter and <https://www.facebook.com/campaignagainsthelevelsmotorway/>
- Support the RSPB campaign by contacting: campaigns.wales@rspb.org.uk and visiting: <https://www.rspb.org.uk/our-work/our-positions-and-casework/casework/cases/m4-motorway-diversion/>

Mae tagfeydd traffig ar yr M4 yng Nghasnewydd ac ar ledled yr ardal yn broblem economaidd ac iechyd difrifol.



Ni fydd adeiladu traffordd newydd ddrud trwy Wastatiroedd Gwent yn datrys y broblem. Mae angen datrysiad blaengar, dychmygus arnom ni am drafnidiaeth o amgylch Casnewydd a ledled Cymru, er mwyn gwthio economi Cymru ymlaen ac er mwyn datrys problemau trafnidiaeth am genhedlaeth. Rydym yn gofyn i'n gwleidyddion i:

- gynnig systemau trafnidiaeth gyhoeddus effeithiol a fforddiadwy ledled Cymru,
- sicrhau rheolaeth draffig effeithiol ar yr M4 sy'n bodoli eisoes ac yng Nghasnewydd,
- datblygu system drafnidiaeth gynhwysfawr sy'n cwrdd â'n anghenion yn ogystal â'r gofynion cyfreithlon am awyr glân,
- leihau allyriadau CO₂, er mwyn cydymffurfio ag ymrwymadau Llywodraeth Cymru,
- sicrhau bod Llywodraeth Cymru'n cydymffurfio â'i Ddeddf Amgylchedd a'i Ddeddf Llesiant Cenedlaethau'r Dyfodol ei hun,
- gynnig datrysiadau sydd ddim yn niweidio cynefinoedd bywyd gwyllt sy'n bwysig yn rhyngwladol yn ogystal â chenedlaethol.

Economeg

- Bydd y Llwybr Du yn y pen draw'n costio £2 biliwn neu fwy, gan gynnwys bron £200 miliwn er mwyn digolledu dociau Casnewydd, sy'n gyfwerth â 7 ysbty newydd, 40 ysgol uwchradd newydd neu 150 ysgol gynradd newydd.
- Mae £2 biliwn yn fwy na chyllideb addysg flynyddol Cymru ac mae ddwywaith y gyllideb flynyddol am yr economi a thrafnidiaeth. Mae £2 biliwn llawer gormod i Gymru wario ar ffordd ni fydd yn datrys ein problemau trafnidiaeth neu'n helpu busnesau bach.

Tirwedd a Bywyd Gwyllt

- Mae Gwastatiroedd Gwent yn bwysig i fywyd gwyllt ar lefel cenedlaethol. Bydd pedwar SoDdGA yn ogystal â choetiroedd hynafol yn cael eu difrodi'n ddifrifol neu eu dinistrio. Mae dros 35% o'r Gwastatiroedd eisoes wedi'u colli i'r gwaith haearn, yr Ail Groesfan Hafren, canolfannau dosbarthu a pharciau manwerthu. Ni all y dirwedd genedlaethol bwysig hon a'i rywogaethau prin a sensitif fforddio colledion pellach.
- Bydd gan yr M4 newydd argloddiau o hyd at 18 metr a fydd yn dominyddu'r tirlun. Mae hynny'n gyfwerth â thŷ chwe llawr neu'n uwch na'r eglwys ym Magwyr.

Llygredd Sŵn ac Aer

- Mae Asiantaeth Priffyrdd y DG a Thrafnidiaeth yr Alban yn dynodi cartrefi fel cael sensitifedd 'uchel' i sŵn. Mae Llywodraeth Cymru'n dynodi cartrefi fel cael sensitifedd 'canolog', ac felly'n gosod lefelau sŵn uwch ar gartrefi Cymreig na chartrefi Albanaidd neu Saesneg.
- Bydd y traffig ychwanegol yn creu symiau llygryddion aer sydd hyd yn oed yn uwch gan gynnwys carbon monocsid, ocsidau nitrus, cyfansoddion organig anwedol (VOCs), oson a gronynnau.

Newid yn yr Hinsawdd

Bydd yr adeiladwaith yn unig yn creu allyriadau CO₂ ychwanegol enfawr. Bydd y ffordd orffenedig, gan ddefnyddio rhagamcaniadau traffig ymarferol, yn cynhyrchu allyriadau CO₂ ychwanegol sylweddol bob blwyddyn yng Nghymru, gan gyfrannu ymhellach at newid yn yr hinsawdd. Bydd hyn yn ei gwneud hi'n anoddach fyth i gwrrd â thargedau sy'n lleihau cynhesu byd eang ac yn groes i strategaeth gynllunio trafnidiaeth Llywodraeth Cymru, ei Ddeddf Llesiant Cenedlaethau'r Dyfodol, ei Ddeddf Amgylchedd a gwrthwynebiadau Cyfoeth Naturiol Cymru.

SUT ALLWCH HELPŪ

Dwedwch wrth Lywodraeth Cymru a'ch aelodau Cynulliad bod y ffordd yn annerbyniol a bod dewisiadau amgen llai drud a mwy effeithiol ar gael. Gallant flaenoriaethu trafnidiaeth gynaliadwy ledled Cymru a chymryd camau effeithiol i leihau llif traffig ar yr M4 cyfredol. Buasai buddsoddi ym Metro De Cymru, cysylltiadau rheilffordd Gogledd/De, mesurau trafnidiaeth gyhoeddus eraill, megis lonydd bws, lonydd rhannu car neu gynlluniau parcio a theithio, a rheolaeth traffig gweithredol i gyd yn helpu datrys y problemau. Y mwy o lythyrau y maent yn eu derbyn, y mwy tebygol yw e y gallwn ni atal y ffordd. Peidiwch adael iddynt gymryd yr opsiwn hawdd sy'n methu o adeiladu mwy o ffordd – rydym yn haeddu gwell o'n cynrychiolwyr etholedig ac i'n plant:

- Ysgrifennwch at eich Aelodau Cynulliad. Mae gennych chi un AC Etholaethol a phedwar AC Rhanbarthol sy'n eich cynrychioli. Ysgrifennwch atyn nhw i gyd gan ddefnyddio www.writetothem.com,
- Ymwelwch â meddygfeydd etholaethol eich Aelod Cynulliad lleol,
- Ken Skates AC yw Ysgrifennydd Llywodraeth Cymru dros Economi a Thrafnidiaeth. Ysgrifennwch ato yma: Correspondence.Ken.Skates@gov.wales,
- Os ydych chi'n aelod o grŵp lleol a fydd yn cael ei effeithio gan y ffordd, gofynnwch i'r grŵp ysgrifennu at Lywodraeth Cymru,
- Cefnogwch ymgyrch Ymddiriedolaeth Natur Gwent: <http://www.gwentwildlife.org/how-you-can-help/m4-relief-road-help-us-protect-gwent-levels>
- Cefnogwch ymgyrch Friends of the Earth: <http://www.foe.cymru/resources>
- Cefnogwch CALM, y "Campaign Against the Levels Motorway": [@CalmCampaign](https://twitter.com/CalmCampaign) ar Twitter a <https://www.facebook.com/campaignagainstthelevelsmotorway/>
- Cefnogwch ymgyrch yr RSPB gan gysylltu â: campaigns.wales@rspb.org.uk ac ymwelwch â: <https://www.rspb.org.uk/our-work/our-positions-and-casework/casework/cases/m4-motorway-diversion/>