

Dear Sir / Madam,

Ian Craig's Article on the M4 was thoughtful and reasonably balanced, except when he said "but the message from everyone is just get it done". The two petitions submitted to Welsh Govt recently were 12,270 against M4 Relief Rd, and 1,482 pro. But the anti-M4 Relief Rd petition is continuing, and on 11<sup>th</sup> April was reported in the media to have reached 20,287 It is undoubtedly higher still now. And membership of the coalition of conservation organizations opposing the M4 Relief Rd amounts to many tens of thousands of people in Wales. So the weight of public opinion, Ian, is heavily against this misconceived, out-of-date solution to a problem of M4 congestion and pollution. Sure, there are many motorists who would like to drive past Newport with no congestion on the M4, and Ian does tell us his remedy, he starts half an hour early. Good on you, Ian.

Let's look at the two main planks in the pro-M4 Diversion case – congestion? Certainly the M4 in east Wales is congested for 90 minutes or so in each rush hour 5 days a week (less in school holidays – why is that?), but so are virtually all urban peripheral motorways in UK. Is M4 in Wales particularly bad? I believe not, but at the Public Inquiry Welsh Govt did not provide any comparisons to prove its case. Then again, if the South Wales Metro and better trains and public transport mean anything, it must be assumed to have the effect of reducing commuting traffic on M4. And developments in road transport (autonomous vehicles, road trains) are also likely to reduce congestion in the medium term. Let's also look at the M4 away from the east – Radio Wales traffic reports on delays every morning always mention Port Talbot, and often sections around Cardiff and Swansea. Why single out the eastern M4 only? £2bn on a modern South Wales Metro should go a long way towards improving transportation in all of south Wales, not just a short section around Newport.

Pollution? A real health problem which must be addressed, but a new length of motorway is not the answer, it will increase and spread traffic emissions in the short-term. In the longer term electric or hydrogen powered vehicles will eventually cut vehicle emissions everywhere. But extensive, efficient, non-emissive public transport is the answer in terms of traffic

There are many other arguments against this proposal, some put impressively by the Commissioner for Future Generations, but my plea to the First Minister is – do not waste over £2bn on a massively destructive short length of motorway through a precious and unique area, south Wales needs a modern sustainable area-wide transportation system

Vic Warren C Eng C Env MCIHT