

# Public Document Pack



County Hall  
Rhadyr  
Usk  
NP15 1GA

Tuesday, 21 January 2020

## Notice of meeting

### Severnside Area Committee

Wednesday, 29th January, 2020 at 10.00 am  
Caldicot Town Council, Council Office, Sandy Lane, Caldicot, NP26 4NA

### AGENDA

Item No	Item	Pages
1.	Apologies for Absence.	
2.	Declarations of Interest.	
3.	Public Open Forum.	
4.	To confirm and sign the minutes of the previous meeting.	1 - 4
5.	Caldicot Town Centre Regeneration Scheme.	5 - 18
6.	To discuss road safety measures on the B4245 between Rogiet and Undy.	19 - 40
7.	To discuss with representatives of Gwent Police progress in respect of a spate of recent crimes in the local area.	
8.	Town Team Progress Report (verbal update).	
9.	Next Meeting: Wednesday 22nd April 2020 at 10.00am (venue to be determined).	

**Paul Matthews**

**Chief Executive**

MONMOUTHSHIRE COUNTY COUNCIL  
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillors:

D. Evans  
J. Watkins  
A. Davies  
L. Dymock  
A. Easson  
P.A. Fox  
L. Guppy  
J. Higginson  
F. Taylor

## Public Information

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### **Welsh Language**

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# Aims and Values of Monmouthshire County Council

## Our purpose

Building Sustainable and Resilient Communities

### Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

## Our Values

**Openness.** We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

**Fairness.** We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

**Flexibility.** We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

**Teamwork.** We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.



# Public Document Pack Agenda Item 4

## MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Severnside Area Committee held  
at Undy Church and Community Hall on Wednesday, 10th July, 2019 at 10.00 am

**PRESENT:** County Councillors: J.Watkins and A. Easson

### **OFFICERS IN ATTENDANCE:**

Mark Hand	Head of Place-making, Housing, Highways and Flood
Roger Hoggins	Head of Operations
Rachel Lewis	Planning Policy Manager

### **APOLOGIES:**

Councillors A.Davies, L.Dymock and F. Taylor

#### **1. Election of Chair**

County Councillor D. Evans was elected as Chair.

#### **2. Appointment of Vice-Chair**

County Councillor R.J. Higginson was appointed as Vice Chair.

#### **3. Declarations of Interest**

#### **4. Public Open Forum**

The Clerk to Magor with Undy Community Council referred to outstanding road resurfacing and issues around sub-standard repairs to pot holes. Comments were also made around the standards of hedge trimming. The Head of Operations explained that pot holes are filled temporarily to cover against insurance claims, but these are followed up with permanent repair. Where reports of pot holes are outstanding this will be followed up. He asked for further information where sub-contract work is not considered up to standard.

In terms of patching roads, it was explained that surveys are carried out, depending on class of road and traffic volumes. Concerns were highlighted around heavy transport vehicles damaging roads.

The Officer explained that in terms of prioritisation, if one road is causing particular concern, it could be looked at to see if it can be moved to a higher priority. Issues can be raised with the Ward Member, or the My Mon App.

#### **5. Confirm and sign the minutes of the previous meeting**

The minutes of the meeting of Severnside Area Committee held on 23<sup>rd</sup> January 2019 were confirmed and signed by the Chair.

#### **6. Update on Police visibility in the Severnside Area**

## MONMOUTHSHIRE COUNTY COUNCIL

### **Minutes of the meeting of Severnside Area Committee held at Undy Church and Community Hall on Wednesday, 10th July, 2019 at 10.00 am**

Chief Superintendent Ian Roberts and Police Sergeant Nigel Callard were in attendance to provide an update on policing in the South Monmouthshire Area.

The Committee were briefed on the current situation, and were advised there were 90 crimes per month between Magor and Mitel, but this is in terms of recording incidents and the true figure is less.

Concerns were raised regarding the number of vehicles driving through the town, recognising some have permits. However plans for the new design of the town show bollards which should help the issue. The redesign was considered a good opportunity to re-visit the permit issue.

In terms of accessibility it was explained that given that most people contact the police by telephone footfall is lower, it was not good value for money to have a counter service in the area. Busier areas such as Abergavenny and Monmouth Town continue to retain a counter service. Police Officers are responding to calls 24 hours a day, 7 days a week, as well as patrolling Community Officers. The Chief Superintendent provided an example of a typical day for South Monmouthshire.

It was confirmed that with regards to events, for example at Caldicot Castle, police officers still advise and aware where assistance is needed.

The Chair thanked both attendees for their attendance.

#### **7. Briefing on the future of Chepstow Hospital**

We welcomed Bronwen John of ABUHB who was in attendance to provide an update on the South Monmouthshire area.

The new hospital development at LLanfrechfa Grange will be a critical care centre for the whole of Gwent. It is due to be open in 90 weeks. The three existing hospitals at Royal Gwent, Neville Hall and Ystrad Fawr will still provide a large range of services but not the most acute care. They will also provide 'Care close to home', working closely with Social Services and the third sector to develop wellbeing centres.

There has been much local speculation that the future of Chepstow Hospital is under threat, and updates have been provided through Select Committee. As a result there was a requirement for the Health Board to provide an assurance of plans. We were informed that:

- In the process of changing the layout of the hospital.
- No plans to reduce beds.
- There will be a 6 bed frailty unit
- There will be close work with clinical specialists to bring services out to Chepstow.
- Plans to expand the outpatient department.

## **MONMOUTHSHIRE COUNTY COUNCIL**

### **Minutes of the meeting of Severnside Area Committee held at Undy Church and Community Hall on Wednesday, 10th July, 2019 at 10.00 am**

With regards to Caldicot there is a struggle to find money to update the health centre. A range of issues need resolving. There is some funding through the Integrated Care Fund.

It is planned that an integrated service for children and young people will be developed, to improve safeguarding. A trial system of nurse led clinics, and mental health services is planned.

The Health Board are working with Social Services to develop a role for a care worker to address the problem of people being delayed before going home.

With regards to GP services Caldicot Health Centre is the largest in Gwent, and is successful in recruitment. The ability to take on more patients is greater than other areas in Gwent.

With regards to expansion plans to meet the growing population, the Health Board are working with MCC Officers around the LDP, and GPs are very engaged in future plans.

#### **8. Update on the B4245 and traffic issues**

The head of Operations explained that development had been waiting on the decision regarding the M4 relief road, and it was now suggested that we revisit to identify what we need to achieve and outcomes. The route is actually doing what it was designed to achieve but the concerns of Members and residents were appreciated. Officers will go back to Capita to identify alternative solutions to reduce HGVs.

Concerns were raised around noise levels, increase of traffic due to housing developments, pollution and excavation vehicles.

Concerns were raised around safety for young cyclists on the road between Rogiet and Undy. If the route was safer it would encourage pedestrians to walk to Severn Tunnel Junction.

#### **9. Caldicot Regeneration Update**

The Head of Operations provided an update on the regeneration of Caldicot.

The Cross – a major scheme to improve the pedestrian environment into the town, and link Church Road up to the Castle. Grant money has been received to carry out the work. Schemes are out to tender, and due back on 12<sup>th</sup> July 2019. It is suspected that the funding will not be enough, officers will seek further funding from Welsh Government. It is hoped that the scheme will start September 2019 and end June 2020.

Officers are now looking to improve pedestrian access at Church Road. A cr park study will also be undertaken.

The old school site will serve as a contractor's compound.

#### **10. Replacement LDP Growth Option**

The Head of Planning and Housing presented the next stage of the LDP, Growth Options. The new LDP takes us to 2033 and allocated land on a plan for future development, and designates area of protection.

## MONMOUTHSHIRE COUNTY COUNCIL

### **Minutes of the meeting of Severnside Area Committee held at Undy Church and Community Hall on Wednesday, 10th July, 2019 at 10.00 am**

The section now on consultation is growth and special options, we are not at the stage of identifying sites.

The consultation period started Monday 8<sup>th</sup> July 2019 and ends 5<sup>th</sup> August 2019. Members were asked to take the information back to Town and Community Councils. There will be a drop in session at County Hall on 16<sup>th</sup> July 2019, at 1pm.

At this stage officers were keen to hear what is considered to be the preferred growth option, whilst being mindful of the different options available.

Members referred to employers paying higher wages across the bridge, and how we wish to improve wages here. Officers explained that this depend on the type of jobs and employment we wish to attract. We are looking via the economies of the future at growth industries.

There are good relationships with neighbouring authorities, and officers work closely with TCBC and BGCBC.

**11. Note the next meeting will be held on 23rd October 2019 at 10am. Venue TBC**

Noted.

**The meeting ended at 12.25 pm**



**SUBJECT: CALDICOT TOWN CENTRE REGENERATION SCHEME**

**MEETING: SEVERNSIDE AREA COMMITTEE**

**DATE: 29<sup>th</sup> JANUARY 2020**

**DIVISION/WARDS AFFECTED: SEVERNSIDE**

**1. PURPOSE:**

The purpose of this report is to update members of the Severnside Area Committee on progress made in respect of the Caldicot Town Centre Regeneration Scheme

**2. RECOMMENDATIONS:**

To accept the report.

**3. KEY ISSUES:**

**Background**

3.1 Caldicot Town Centre has been identified by Monmouthshire County Council as a key strategic priority for the County.

3.2 The removal of the Severn Crossing Bridge Tolls and substantial, ongoing, housebuilding programme add to the pressing need to repurpose and regenerate the town centre that has been underperforming for decades.

3.3 Welsh Government have included Caldicot Town Centre in the Cardiff Capital Region Regeneration Plan, enabling consideration of funding support for projects through the Targeted Regeneration Investment programme (TRI)

3.4 The initial projects identified 'in principle', for TRI funding include:

- Caldicot Cross Destination Space
- Urban Centre Property Enhancement Fund/ Urban Centre Living Fund
- Enterprise Hub
- Retail Parade, 7-43 Newport Road,
- Urban Courtyard Proposal (including delivery of 27 residential units on Jubilee Way)

## **Project Progress**

### **3.5 The Cross Destination Space**

3.5.1 Alun Griffiths (Contractors) Ltd. were successful in the tender process, commencing work on 30<sup>th</sup> September 2019. Anticipated completion date is 18<sup>th</sup> May 2020.

3.5.2 Works are progressing well, to programme and on budget. Albeit delays in utilities consents required re-sequencing of works to include Phase 3 (outside CAB) prior to Xmas (refer to Appendix A – Cross Destination Space Works-Contractor Phasing Plan)

3.5.3 A Diversion of traffic was implemented on 13<sup>th</sup> of January 2020 (to facilitate Phase 2 carriageway works) and will remain in place until mid-April 2020 – albeit the detail will adjust in accordance with the plans approved (see Appendix B –Traffic Diversion Plans).

3.5.4 Contractors and MCC Officers worked closely with the Caldicot Town Council and Events Committee to ensure Remembrance Day and Christmas Switch-on events were not disrupted.

### **3.6 Urban Centre Property Enhancement Fund/ Urban Centre Living Fund**

3.6.1 £920k Grant funding is available for properties within a designated area of Caldicot Town Centre that wish to undertake eligible property improvements (see Appendix C - UCPEF/UCLG Eligibility Boundary)

3.6.2 The objective of the scheme is to achieve an enhanced and integrated approach to the physical regeneration of the town, reactivating vacant or underutilised commercial and residential space, safeguarding existing businesses, promoting 'in town' living and encouraging additional private sector investment. Full details and application forms can be viewed on the Caldicot Regeneration Web page.

<https://www.monmouthshire.gov.uk/caldicot-regen/ucpef/>

3.6.3 Applicants can apply for up to 70% financial support towards projects that meet the eligibility requirements of the scheme (to a maximum of £250,000). Projects must be completed by 31<sup>st</sup> March 2021.

3.6.4 Funding will be prioritised for those projects that meet the quality and ambition for the town as outlined in the [Caldicot Town Centre Design Manual](#).

3.6.5 So far, 15 approaches have been made to the Council with eight, formal, 'Expression of Interest' forms being received. Most interest received at this point is from properties in, and around, the Cross area.

3.6.6 Discussions with interested parties are ongoing with a public meeting for owners and leaseholders arranged for Tuesday 21<sup>st</sup> January 2020 to clarify application requirements.

### **3.7 Enterprise Hub**

3.7.1 The Project aims to refurbish and remodel the town's 'Community Hub' to create dedicated space for 'co-working' and enterprise.

3.7.2 Planning consent for works was secured in May 2019, with Tenders being received in September 2019. Unfortunately, the lowest Tender was significantly in excess the capital budget available for the works (£75k in excess) resulting in a 'pause' for review of the proposal.

3.7.3 Officers are currently undertaking an 'options review' for the site as a whole, which now includes the adjoining PTU/former OSS building and associated green space - prior to final decision on progress.

### **3.8 Retail Parade (7-43 Newport Road) & Urban Courtyard Proposal**

3.8.1 The Caldicot Town Centre Strategic Framework identified a key opportunity to remodel and refurbish the retail block, improving the presentation and retail footprint of this key town centre site.

3.8.2 The proposal also allows for the potential development of 27 much needed one and two bedroom properties to the rear, as part of an 'Urban Courtyard' development

3.8.3 However, both the Retail Parade and servicing area to the rear are privately owned and leased by remote interests. Both the freeholder (Debenhams Property Trust) and the Leaseholder (MW Properties) have been approached with a view to clarifying their appetite to work with the council on options to deliver these proposals.

3.8.4 The approaches are ongoing with no firm progress to report at this point.

### **3.9 Pipeline Projects – Church Road**

3.9.1 Church Road has been identified as a key connector between the programme of town centre regeneration projects, Caldicot Castle & Country Park and surrounding residential communities – old and new.

3.9.2 Design development has been accelerated on this 'pipeline' project, following the announcement of £5m of Welsh Government of Green Infrastructure and Biodiversity Funding in November 2019.

3.9.3 Site investigations and topographical surveys are ongoing in January and an initial detailed design will be available for consultation in February.

3.9.4 Castle Park School have been notified of intent and are advising the design team on school requirements. They also wish to be positively engaged with the project and wider

regeneration plans and are organising a series of pupil projects around the theme 'On our doorstep'

3.9.5 An initial programme for the Development Stage of this project is as follows:

- 25/1/20 – Completion of Site Investigations and surveys
- 31/1/20 - Completion of initial outline design
- 31/1/20 – Submission of GI and Biodiversity Funding bid
- 14/1/20 – Submission of Transport Funding Bids
- w/c 24/2/20 - Public Consultation
- 20/3/20 - Complete detailed design
- 31/3/20 – Submission Planning and SuDS applications

3.9.6 Progress to delivery will be reviewed in April, in light of Welsh Government decisions on Funding applications

#### **4. REASONS:**

4.1 To provide Severnside Area Committee members with baseline information upon which to understand and query matters of progress.

#### **5. RESOURCE IMPLICATIONS:**

5.1 Urban Centre Property Enhancement Fund/Urban Centre Living Grant. - No capital implications as the scheme is funded through Welsh Government TRI and owner contributions. MCC's role is as administrator of grant, is in return for 5% Project administration costs.

5.2 The Cross Destination Space - Increased project costs arising from additional utilities, SUDs & Road Safety Audit considerations. Revised project cost is £1,573,165.51 with the funding profile broken down as follows.

- WG/TRI - £607,050.00 (approved subject to conditions)
- MCC - £216,615.51
- S106 contributions £144,500
- WG/Local Transport Fund £605,000 (£355,000 approved to date. Additional £250k to be applied for)

5.3 Enterprise Hub – Project paused following receipt of tenders £75k in excess of budget available.

5.4 Church Road - £123,581k of TRI funding has been slipped into 2020/21 pending clarification through options review

#### **6. CONSULTEES: N/A**

**7. BACKGROUND PAPERS:**

5<sup>th</sup> Sep 2018 - Cabinet Report - Welsh Government Targeted Regeneration Investment Programme 2018-21

**8. AUTHOR:**

Colin Phillips, Strategic Lead Urban & Physical Regeneration

**9. CONTACT DETAILS:**

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E-mail: [colinphillips@monmouthshire.gov.uk](mailto:colinphillips@monmouthshire.gov.uk)

**Appendix A – Cross Destination Space Works-Contractor Phasing Plan**



Griffiths Phase  
Plan.pdf

**Appendix B –Traffic Diversion Plans**



Appendix 2 -  
Closure Plan 1.pdf



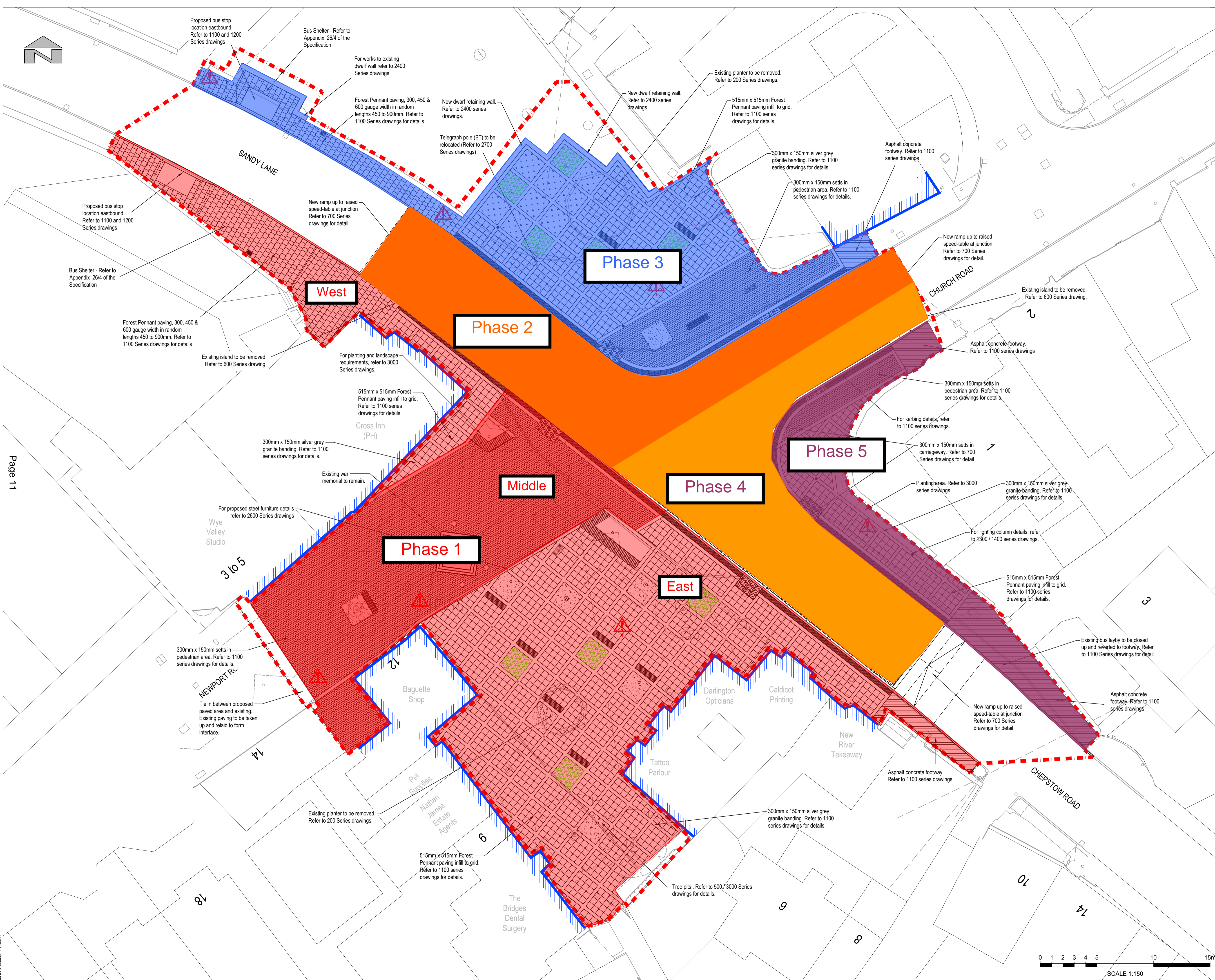
Appendix 2 -  
Closure Plan 2.pdf

**Appendix C - UCPEF/UCLG Eligibility Boundary**



UCPEF\_Eligible  
Property Boundary.tif

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**Key**

- Site Boundary
- ▨ Buildings that require Property Condition Surveys in accordance with Clause 14.2AR of the Works Information
- ▨ Tree Pit with Hard Surface Finish (Refer to 1100 Series)
- ▨ Tree Pit with Soft Landscaping at base (Refer to 3000 Series)
- ▨ Soft Landscape Area - (Refer to 3000 Series)
- ▨ Bench
- ▨ Location for Christmas Tree with Self Binding Gravel Surface Finish
- Lighting Column

- Notes**
1. For site clearance refer to 200 series drawings
  2. For drainage details refer to 500 series drawings
  3. For earthworks refer to 600 series drawings
  4. For pavements refer to 700 series drawings
  5. For footway and paving details refer to 1100 series drawings
  6. For traffic signs and road markings refer to 1200 series drawings
  7. For street lighting / electrical details refer to 1300/1400 series drawings
  8. For retaining / freestanding wall details refer to 2400 series drawings
  9. For street furniture refer to 2600 series drawings
  10. For service diversions / protection and connections refer to 2700 series drawings
  11. For tree pit / rootcell detail refer to 3000 series drawing

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

1. Presence of 11kv cable in square, highway and footway north of Sany Lane / Chepstow Road.
2. Works adjacent to busy carriageway / junction / town centre environment
3. Dense presence of utilities through the scheme footprint

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

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Rev	Drawn	Checked	App'd	Description	Date
C01	MB	LM	DW	First Issue	10/09/2019

Purpose of Issue  
**D2 - Suitable for Tender**

Classification  
**Commercial in Confidence**

Client  
**Monmouthshire County Council**

Project  
**Cross Destination Space  
 Caldicot Town Centre**

Drawing  
**General Arrangement Plan**

Scale @ A1	Drawn	Checked	Approved
1:150	MB	LM	

Project No.	Date
CS/097226	09/01/2019

Drawing Identifier	Revision
Project - Originator - Zone - Level - File Type - Role - Number CDS-CAP-01-XX-DR-C-0101	BS1192 Compliant C01

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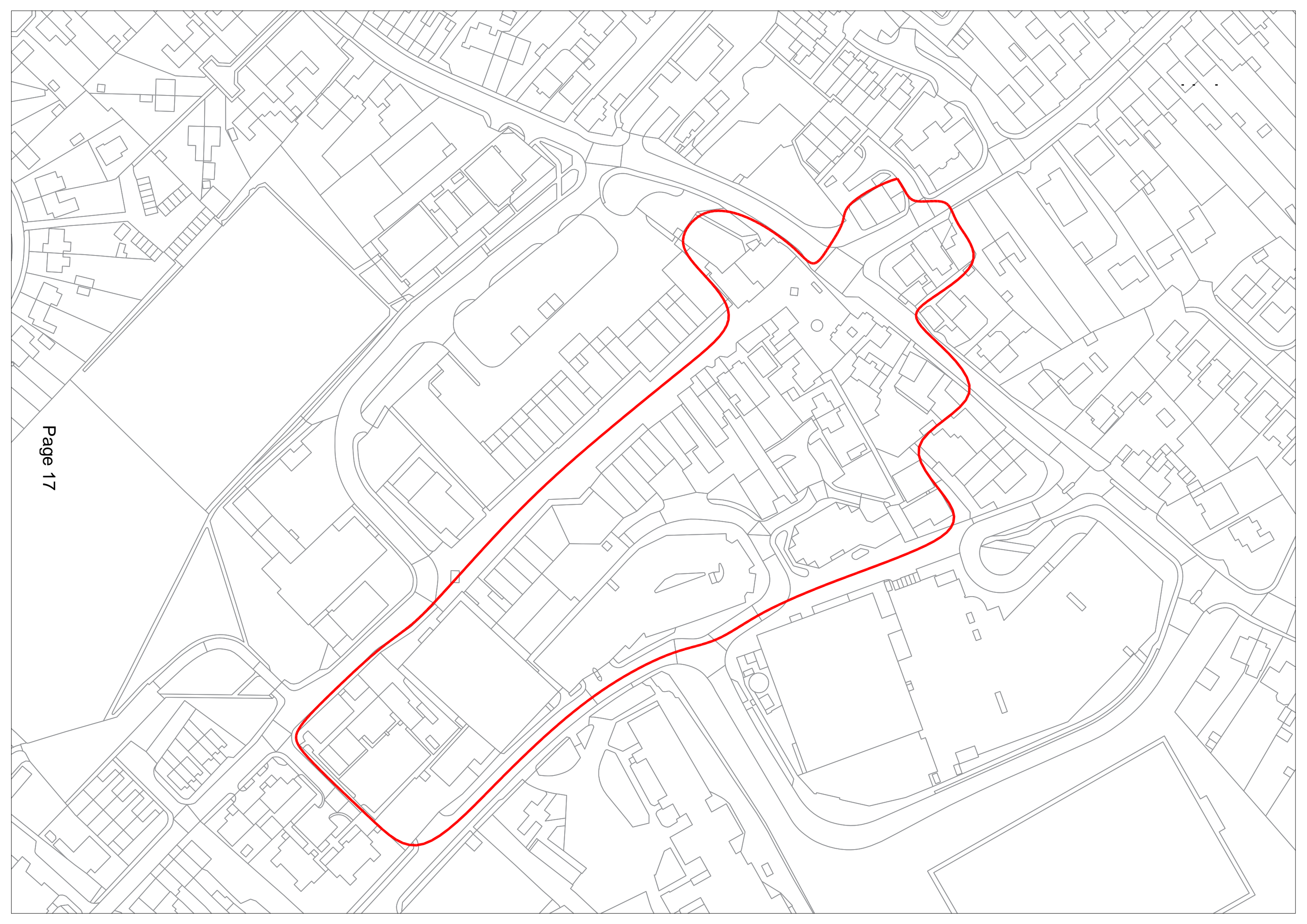




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<b>SUBJECT:</b>	<b>B4245 Traffic Study (Part 2)</b>
<b>MEETING:</b>	<b>Severnside Area Committee</b>
<b>DATE:</b>	<b>29<sup>th</sup> January 2020</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>Severnside Area</b>

## 1. PURPOSE:

This report is to update members of the Severnside Area Committee on the progress with the second phase of the B4245 Transport Study.

## 2. RECOMMENDATIONS:

That members note the changes to the original brief of the B4245 Traffic Study phase 2 and the current progress and timescales of this commission as well as other studies currently being undertaken along this corridor.

## 3. KEY ISSUES:

Following concerns raised at previous Severnside Area Committee meetings about traffic and road safety along the B4245, Capita Consultants were commissioned to undertake a Traffic Study in order to establish the safety and make-up of traffic of this route and make recommendations to address identified problems. This was a 2 phase study since at that time the Welsh Government had not made a decision on the proposed M4 Corridor around Newport. Phase 1 was a route traffic safety review of the B4245 and phase 2 was a wider traffic assessment looking at such matters as the MCC Local Development Plan, future transport impacts as a result of improvements at Severn Tunnel Junction (STJ), a possible new Magor train station and a proposed cycle/ walking link between Rogiet and Magor.

The phase 1 report was completed earlier this year and reported to this committee. The study did not identify significant road safety concerns and furthermore highlighted that the volume of HGV traffic for the B4245 was at a level for similar roads within the county and nationally.

The decision earlier this year by Welsh Government not to proceed with the M4 CaN has allowed Capita to progress with phase 2 of the study and the current position is that traffic surveys have been undertaken and work has now started on a desk top study of the various other influences on traffic movements and volumes along this corridor.

In addition to the B4245 traffic study, Amy Consulting Engineers have been commissioned to undertake a feasibility design for improving STJ as a transport interchange which in addition to considering improved train services, bus connections and parking facilities, also includes the outline design for a new footway/ cycle route along the B4245. This scheme has been identified as an MCC Active Travel Act priority and, along with the wider STJ upgrade scheme, is funded as part of the City Deal Transport and Infrastructure Programme.

It is anticipated that both schemes will be completed early next year and at which time the findings and recommendations will be reported back to the Severnside Area Committee.

#### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

The study will review the impact of traffic upon the local and business community. The brief asks that the recommendations seek to highlight any actions which can be taken to improve the safety and health of residents who live along or use the B4245 and therefore fully supports the key principles of the Equalities and Future Generations Act (EAFGA)

Any further MCC report which support the findings and actions of the study will be subject to a full evaluation of the EAFGA.

#### **5. OPTIONS APPRAISAL**

The study may identify a number of options which will need to be considered in detail as part of any further MCC report. This exercise will need to demonstrate evidence that all options have been reviewed, evaluated and the proposed decision is the best solution.

#### **6. EVALUATION CRITERIA**

The findings and recommendations of the study will be used to assist MCC in order to assess the impact of such decision:

#### **7. REASONS:**

The study is required in order to review the impact of traffic along the B4245 corridor and, where appropriate, identify further actions to improve safety and the quality of life for residents living along this route whilst also taking in to account the needs of businesses within the area.

#### **8. RESOURCE IMPLICATIONS:**

The study is funded from the Traffic & Road Safety Revenue Budget. Any future actions outlined within the study will need to be prioritised for future funding as part of the overall Highways Budget and or future bids as part of the Welsh Government annual transport grant programme.

#### **9. CONSULTEES:**

The study findings of the report will be discussed with the Cabinet and local members before presenting to a future Severnside Area Committee. Any further action as a result of the recommendations will involve full consultation of the wider community including residents and local businesses as well as other key stakeholders such as bus and hgv operators etc.

#### **10. BACKGROUND PAPERS:**

B4245 Phase 1 Road Safety Review

#### **11. AUTHOR:**

Paul Keeble Group Engineer Highways



**12. CONTACT DETAILS:**

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**E-mail: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)**

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## B4245 Traffic and Transportation Review Road Safety Report

September 2018

Project No: CS/95831



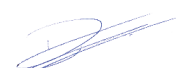
Doc Ref:

Rev:

Client: Monmouthshire County Council

Issue Date: September 2018

B4245 Traffic and Transportation Review  
Road Safety Report

	Name	Signature	Date
Author	Sue Price		28/09/2018
Checker	Katerina Ermilova		28/09/2018
Approver	Dave James		28/09/2018

### Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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## Figures

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Figure 2 - Stick Diagram: 01/10/2012 to 30/09/2017 Roiget
Figure 3 - Stick Diagram: 01/10/2012 to 30/09/2017 Caldicot
Figure 4 - Stick Diagram: 01/10/2012 to 30/09/2017 Portskewett

# 1. Introduction

The B4245 is a single carriageway route which runs from its junction with the A48 Chepstow Road, Langstone to the west to the A48 Parkwall Roundabout near Pwllmeyric to the east.

The seven mile length of the route being studied within Monmouthshire County Council starts just east of the M4 junction 23A, connecting the communities of Magor, Undy, Rogiet, Caldicot and Portskewett to the end of the route at the A48 Parkwall Roundabout. The route serves urban residential communities and the Severn Bridge Industrial Estate, connected by largely rural stretches of carriageway.

The collision statistics for this section of B4245 have been assessed, with analysis then split in into individual links, depending in the varying nature of the road.

## 2. Route Statistics

### *Accidents (Table 1)*

During the study period (October 2012 – September 2017) there were 36 accidents along the studied 7 mile section of the B4245, of these 5 (14%) were serious and 31 (86%) were slight.

The month with the highest number of accidents was March with 6 (17%), followed by October with 5 (14%). There were no accidents during December.

Thursday was the day of the week with the highest number of accidents at 10 (28%), closely followed by Wednesday with 9 (25%).

As is to be expected, the highest number of accidents occurred in a peak hour (16.00 -17.00) with a total of 5 (14%), the remainder were fairly evenly spread from 08.00 – 19.00 hours. Three accidents (8%) occurred between 05.00- 06.00 hours in the morning.

26 accidents (72%) occurred during the hours of daylight and 10 (28%) during darkness which corresponds with the national average figure for collisions in the dark.

31 accidents (86%) occurred on a dry road surface with the remainder on a wet road surface.

The accident rate for the whole route has been calculated and amounts to 207 accidents per billion vehicle miles, as compared with 608 accidents per billion vehicle miles on all B & C roads in Great Britain.

### *Casualties*

There were 59 casualties over the 5 year period of which 7 were serious (12%) and 52 slight (88%).

Of these, 7 were motorcyclists (12%), 5 were pedestrians (8%) and 5 (8%) were pedal cyclists. Therefore, vulnerable road users account for 29% of the total casualties.

32 of the casualties were car or goods vehicle drivers (54%) with 10 (17%) were passengers.

### *Manoeuvres*

11 collisions (31%) involved turning vehicles. Of these, 9 were right turners (25%) and 2 were left turners (5%).

There were 9 (25%) shunts, 6 head on accidents (17%) and 2 (5%) single vehicle accidents.

3 accidents (8%) involved skidding and 4 (11%) involved loss of control.



**Table 1: B4245 Summary of accidents - 01/10/2012 and 30/09/2017**

Year		Hour starting		Accident Severity	
2012	2	00:00	1	Fatal	0
2013	7	01:00	0	Serious injury	5
2014	5	02:00	0	Slight injury	31
2015	7	03:00	0	Total	36
2016	11	04:00	1		
2017	4	05:00	3	<b>Light conditions</b>	
Total	36	06:00	0	Dark (Lit 9)	10
		07:00	1		
<b>Month</b>		08:00	3	Light	26
Jan	3	09:00	1		
Feb	3	10:00	0	<b>Road surface</b>	
Mar	6	11:00	3	Wet	5
Apr	4	12:00	2	Dry	31
May	4	13:00	3	Ice/snow	0
Jun	1	14:00	1		
Jul	3	15:00	2	<b>Road user</b>	
Aug	2	16:00	5	Pedestrian Adult	4
Sep	3	17:00	2	Child	1
Oct	5	18:00	3	Pedal cyclist Adult	4
Nov	2	19:00	2	Child	1
Dec	0	20:00	1	Powered two wheel	7
Total	36	21:00	1		
		22:00	0	<b>Manoeuvre</b>	
<b>Day</b>		23:00	1	Right turn	9
Mon	2	Total	36	Left turn	2
Tues	5			Shunt	9
Wed	9			Head-on	6
Thurs	10			Single vehicle	2
Fri	4			(non pedestrian)	
Sat	3				
Sun	3			<b>Casualty types</b>	
Total	36			Driver/Rider	44
				Passenger	10
				Pedestrian	5
<b>Other common factors</b>					
Skid	3			<b>Casualty Severity</b>	
Loss of control	4			Fatal	0
Alcohol	1			Serious injury	7
Road Works	0			Slight injury	52
Circulatory C'way	0			Total	59

### 3. Route Analysis

The studied route was split into urban and rural sections for the purpose of this analysis.

#### *Magor: Figure 1*

During the five year study period there were 10 accidents (Reference numbers 1 to 10), of which 1 was serious and 9 were slight, resulting 19 casualties along the urban 1.5 mile length of the route running through Magor.

Three of the accidents involved right turning vehicles, two of which involved a car and a motorcyclist. Three of the accidents were shunts and two were head on accidents between two cars with one of these resulting in a serious injury.

One accident occurred on the roundabout and involved a car and a cyclist.

One accident involved a driver who had a medical episode and one where a driver waiting to turn left was struck on its offside by an oncoming vehicle.

Eight of the accidents occurred during daylight (80%) and two (20%) during darkness.

No heavy goods vehicles were involved in any of the accidents along the route in Magor.

The accident rate for this section of the B4245 has been calculated at 268 vehicles per billion vehicle miles.

#### *Rural Carriageway from the Eastern Boundary of Magor to the Western Boundary of Rogiet: Figure 2*

During the five year study period there were 5 slight accidents (Reference numbers 11,13,16,17 & 18) and 6 casualties along the rural 1 mile stretch of carriageway.

Three of these accidents occurred on the Green Farm bends:

- a car clipping the rear of a motorcycle;
- a single vehicle loss of control; and
- an oncoming vehicle causing vehicles to break suddenly and shunt.

The other two accidents involved a three vehicle shunt and a car overtaking a pedal cyclist.

Three of the accidents occurred during daylight (60%) and two (40%) during darkness. This exceeds the national average for collisions in the dark.

No heavy goods vehicles were involved in any of the accidents along the rural section of the route from Magor to Rogiet.

The accident rate for this section of the B4245 has been calculated at 259 accidents per billion vehicle miles.

*Rogiet: Figures 2 & 3*

During the 5 year study period there were 6 accidents (Reference numbers 12,14,15,19,20 & 26) of which 1 was serious and 5 were slight, resulting in 12 casualties along the urban 0.7 mile length of route running through Rogiet.

Two of the accidents involved right turning vehicles, one of which involved a car and a motorcyclist.

Two of the accidents involved reversing vehicles on/off driveways, one involving an oncoming motorcyclist.

One accident was a head on and one a shunt.

Four of the accidents occurred during daylight (67%) with two (33%) during darkness. This figure of 33% exceeds the national average for accidents in the dark.

No heavy goods vehicles were involved in any of the accidents along the urban section of the route through Rogiet.

The accident rate for this section of the B4245 has been calculated at 371 accidents per billion vehicle miles.

*Caldicot: Figures 3 & 4*

During the 5 year study period there were 12 accidents (Reference numbers 21,22,23,24,25,27,28,29,30,31,33 & 35). Three serious and 9 slight accidents resulted in 17 casualties, along the urban 1.5 mile length of route running through Caldicot.

The three serious accidents involved the following conflicts:

- a head on;
- a car and a motorcyclist; and
- a car and a pedestrian.

Overall, eight accidents involved vulnerable road users: one motorcyclist, three pedal cyclists and four pedestrians.

Three of the collisions involved a right turning vehicle, one where a pedestrian was injured and one where a pedal cyclist was injured.

There were two pedestrian accidents, one involving a goods vehicle and one where a car reversed into two pedestrians. Only one pedal cyclist accident occurred, due to a collision with a car.

Two of the collisions were shunts.

One accident involved a motorcyclist overtaking a parked car and colliding with an oncoming vehicle.

Eight of the accidents (67%) occurred during daylight and four (33%) during darkness. 33% exceeds the national average for accidents in the dark.

No heavy goods vehicles were involved in any of the accidents along the urban section of the route through Caldicot.

The accident rate for this section of the B4245 has been calculated at 348 accidents per billion vehicle miles.

*Mitel Roundabout to A48 Parkwall Roundabout: Figure 4*

During the 5 year study period there were 3 slight accidents (Reference numbers 32,34 & 36) resulting in 6 casualties along the rural 1.9 mile length of route from the Mitel Roundabout to the A48 Parkwall Roundabout.

One accident involved a motorcyclist who lost control on a right hand bend. There was also a head on accident on the same bend. The third accident involved a right turning vehicle.

All three accidents occurred during daylight.

No heavy goods vehicles were involved in any of the accidents along the rural section of the route from the Severn Bridge Industrial Estate to the A48 Parkwall Roundabout junction.

The accident rate for this section of the B4245 has been calculated at 73 accidents per billion vehicle miles.

## 4. Conclusions and Recommendations

Accident rates calculated for the studied route and individually considered urban and rural sections of carriageway have been compared with the national figures for urban and rural B roads published in the DfT Reported Road Casualties Great Britain 2016 Annual Report. All accident rates for the B4245 were considerably lower than the national averages. There were no fatalities in the study area within the five year period analysed and no accidents involving heavy goods vehicles.

Of the collisions reported:

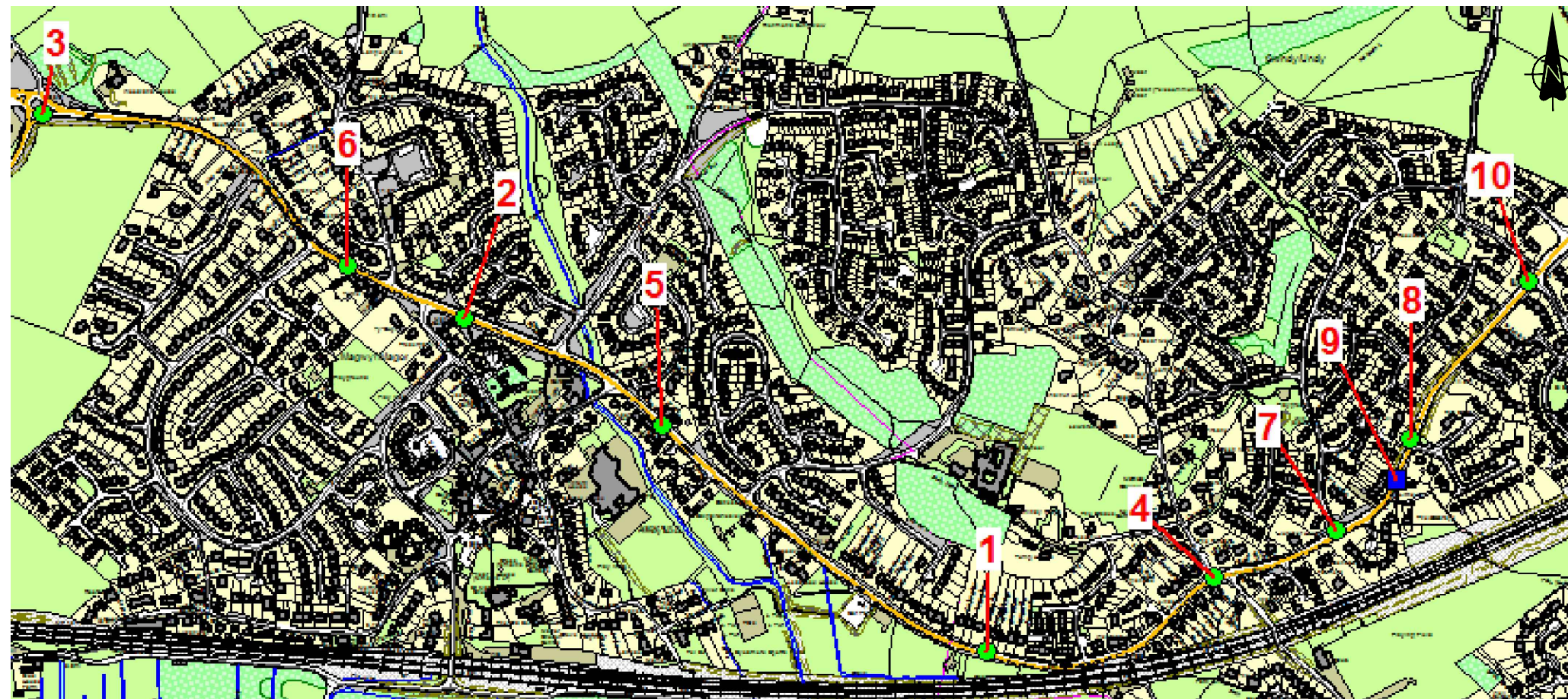
- A high proportion of accidents involved a right turning vehicle colliding with another vehicle on the main road and with motorcyclists in particular.
- Between Magor and Caldicot a high number of accidents involved vulnerable road users. It is recommended that speed surveys are undertaken and consideration be given to the introduction of traffic calming measures.
- In Caldicot 33% of accidents occurred in the dark, which is above the national average. It is recommended that lighting levels are reviewed.

It is therefore recommended that:

- Between Magor and Caldicot a series of speed surveys are undertaken and consideration be given to the introduction of traffic calming measures.
- The existing lighting levels in Caldicot are reviewed.

# Figures

	1	2	3	4	5	6	7	8	9	10
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Visibility:	Light	Light	Light	Light	Light	Light	Light	Light	Dark	Dark
Road Condition:	Dry	Dry	Dry	Dry	Dry	Dry	Dry	Dry	Dry	Dry
Severity:	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Serious	Slight
Conflict:										
Weather:	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind
CFs:	Impaired by drugs (illicit or medical).	Failed to look properly.	Poor turn or manoeuvre.	Failed to judge other persons path or speed.	Fatigue.	Following too close.	Failed to look properly.	Following too close.	Exceeding speed limit.	Failed to look properly.



Rev	Drawn	Chkd	App'd	Description	Date
Purpose of Issue					
Reference Plan					
Classification					
Commercial in Confidence					
Client					



Project  
B4245 From Parkwall R/A to east of the M4 Junction 23A

Drawing  
Stick Diagram - 01/10/2012 to 30/09/2017  
Magor

Scale @ A3	Drawn	Checked	Approved
NTS	SP	HK	KE

Project No.	Date
CS/090215	05/09/2018

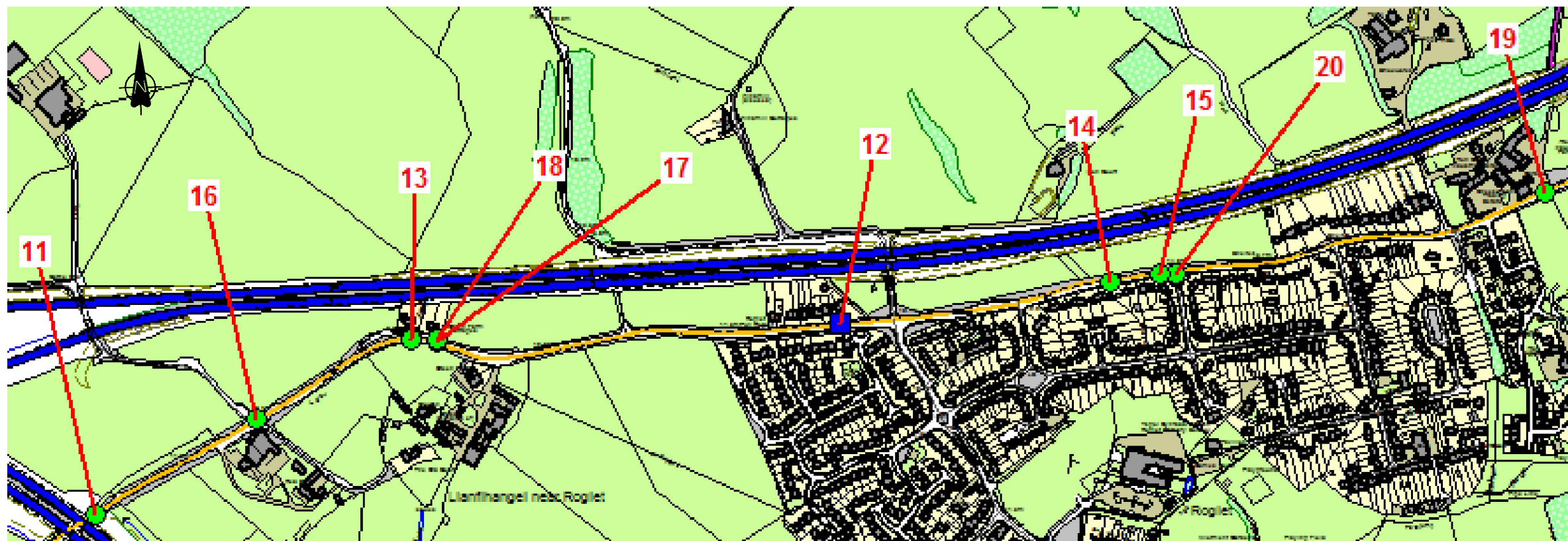
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Project - Originator - Zone - Level - File Type - Role - Number	rev
Figure 1	P01.

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	11	12	13	14	15	16	17	18	19	20
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Date:	09/01/2016	22/01/2016	20/02/2016	28/04/2017	11/07/2016	06/02/2015	31/05/2015	06/09/2016	07/09/2015	09/10/2012
Time:	21:20	23:12	12:26	09:06	13:07	11:30	00:13	08:30	11:37	20:07
Visibility:	Dark	Dark	Light	Light	Light	Light	Dark	Light	Light	Dark
Road Condition:	Wet/Damp	Dry	Dry	Dry	Dry	Dry	Wet/Damp	Wet/Damp	Dry	Dry
Severity:	Slight	Serious	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight
Conflict:										
Weather:	Rain-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Rain-no wind	Other	Fine-no wind	Fine-no wind
CFs:	Following too close.	Impaired by alcohol.		Illness or disability, mental or physical	Failed to look properly.	Failed to look properly.	Slippery road due to weather.	Slippery road due to weather.	Failed to look properly.	Failed to look properly.



Rev	Drawn	Chkd	Appd	Description	Date
Purpose of Issue					
Reference Plan					
Classification					
Commercial in Confidence					
Client					



Project  
B4245 From Parkwall R/A to east of the M4 Junction 23A

Drawing  
Stick Diagram - 01/10/2012 to 30/09/2017 Rogiet

Scale @ A3	Drawn	Checked	Approved
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Project No. CS/090215 Date 05/09/2018

Drawing Identifier BS1192 Compliant  
Project - Originator - Zone - Level - File Type - Role - Number rev  
Figure 2 P01.

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	21	22	23	24	25	26	27	28	29	30
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Date:	07/02/2013	24/03/2016	12/03/2015	21/03/2013	20/05/2015	05/06/2014	11/08/2015	15/09/2015	04/10/2012	20/08/2014
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Visibility:	Dark	Light	Dark	Dark	Light	Light	Light	Light	Dark	Light
Road Condition:	Dry	Dry	Dry	Wet/Damp	Dry	Dry	Dry	Dry	Wet/Damp	Dry
Severity:	Serious	Slight	Serious	Slight	Slight	Slight	Slight	Slight	Slight	Slight
Conflict:										
Weather:	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind
CFs:	Poor turn or manoeuvre		Disobeyed automatic traffic signal	Wrong use of pedestrian crossing.		Failed to look properly.	Following too close.	Failed to look properly.	Slippery road (due to weather)	Failed to look properly.

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Rev	Drawn	Chkd	App'd	Description	Date
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Purpose of Issue

Reference Plan

Classification

Commercial in Confidence

Client



monmouthshire  
sir fynwy

Project

B4245 From Parkwall R/A to east of the M4 Junction 23A

Drawing

Stick Diagram - 01/10/2012 to 30/09/2017  
Caldicot.

Scale @ A3

Drawn: NTS, Checked: SP, Approved: HK, KE

Project No.

CS/090215, Date: 05/09/2018

Drawing Identifier

Project - Originator - Zone - Level - File Type - Role - Number

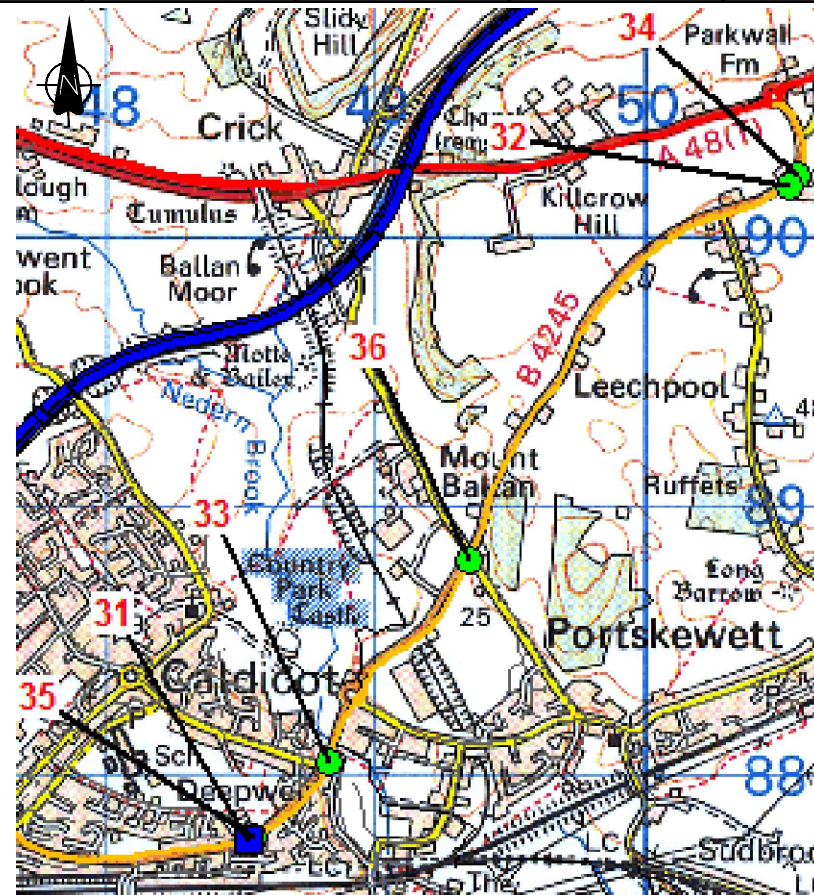
Figure 3, rev P01.

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	31	32	33	34	35	36
Police Ref:	00035/13	00145/16	00148/14	00187/13	00496/16	00745/14
Day:	Tuesday	Saturday	Wednesday	Sunday	Wednesday	Thursday
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Visibility:	Light	Light	Light	Light	Light	Light
Road Condition:	Dry	Dry	Dry	Dry	Dry	Dry
Severity:	Slight	Slight	Slight	Slight	Serious	Slight
Conflict:						
Weather:	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind	Fine-no wind
CFs:		Poor turn or manoeuvre.	Failed to look properly.	Failed to look properly.	Dazzling sun.	Failed to judge other persons path or speed.



Rev	Dwn	Chkd	App'd	Description	Date
Purpose of Issue					
Reference Plan					
Classification					
Commercial in Confidence					
Client					
Project					
B4245 From Parkwall R/A to east of the M4 Junction 23A					
Drawing					
Stick Diagram - 01/10/2012 to 30/09/2017					
Portskewett.					
Scale @ A3		Drawn	Checked	Approved	
NTS		SP	HK	KE	
Project No.				Date	
CS/090215				05/09/2018	
Drawing Identifier				BS1192 Compliant	
Project - Originator - Zone - Level - File Type - Role - Number				rev	
Figure 4				P01.	

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