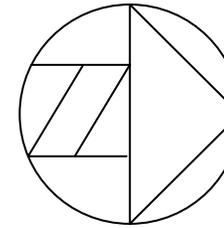
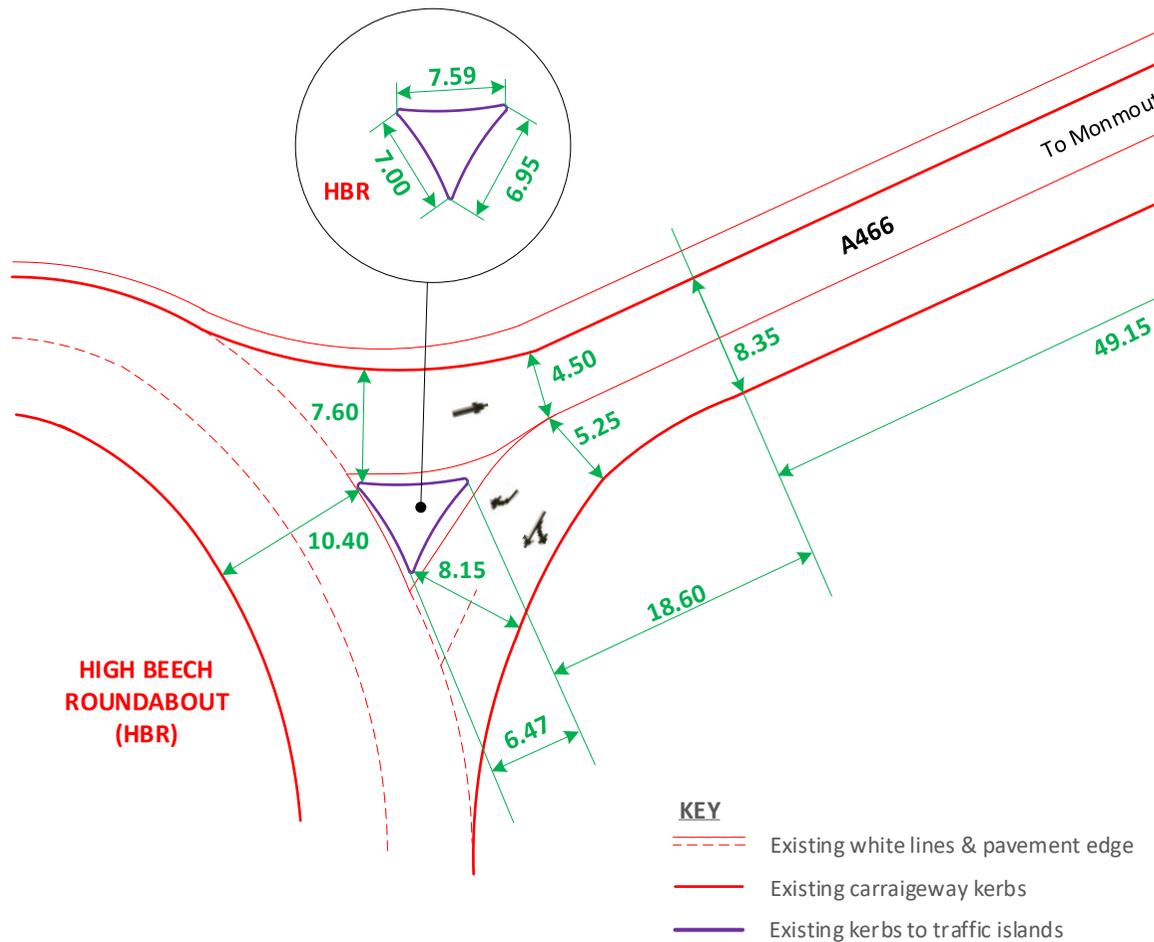


NOTES

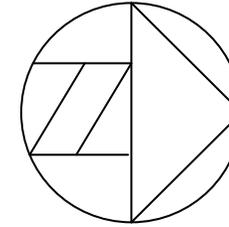
1. Following schematic proposals by Transition Chepstow (TC) at a public meeting in April 2019 the Welsh Government (WG) made May 2020 modifications to white lines on two of the approach roads to High Beech Roundabout (HBR) in Chepstow, namely A48 Newport Road from Hardwick Hill and on Fair View.
2. TC were told by WG representatives that a lack of highway space prevented similar improvements to the northern HBR leg (A466 from Monmouth) and the south-western HBR leg (A48 from Newport) approach roads.
3. In addition TC has been told that there are plans to resurface HBR with its current layout and TC members think that revised lane layout plans should be agreed first as a matter of urgency.
4. TC members were sufficiently dissatisfied with the reason for inaction that on 18 October 2020 they organised their own on-site survey of the associated critical road dimensions using a laser measuring tool and with a special focus on lane and carriageway widths at key locations.
5. All measured dimensions (shown in metres in green below) have been rounded down and are considered sufficiently accurate to illustrate that there is indeed sufficient carriageway width to enable revised white lines and road markings that in turn will significantly reduce congestion during rush-hour traffic flows through HBR.
6. That said it is acknowledged that some of the shown curved carriageway kerb lines may be slightly inaccurate, albeit in ways that do not affect the associated lane widths proposed (see also Drawing Numbers: A4/1020/4/2, A4/1020/5/1).
7. All width dimensions are kerb to kerb; they are the available carriageway width available without kerb changes.



Transition Chepstow - Reducing Short Term Traffic Congestion	
EXISTING White Lines and critical dimensions on A466 – northern leg of High Beech Roundabout	
SCALE: 1 : 500	DATE: Oct 2020
Drwg No: A4/1020/3/2	

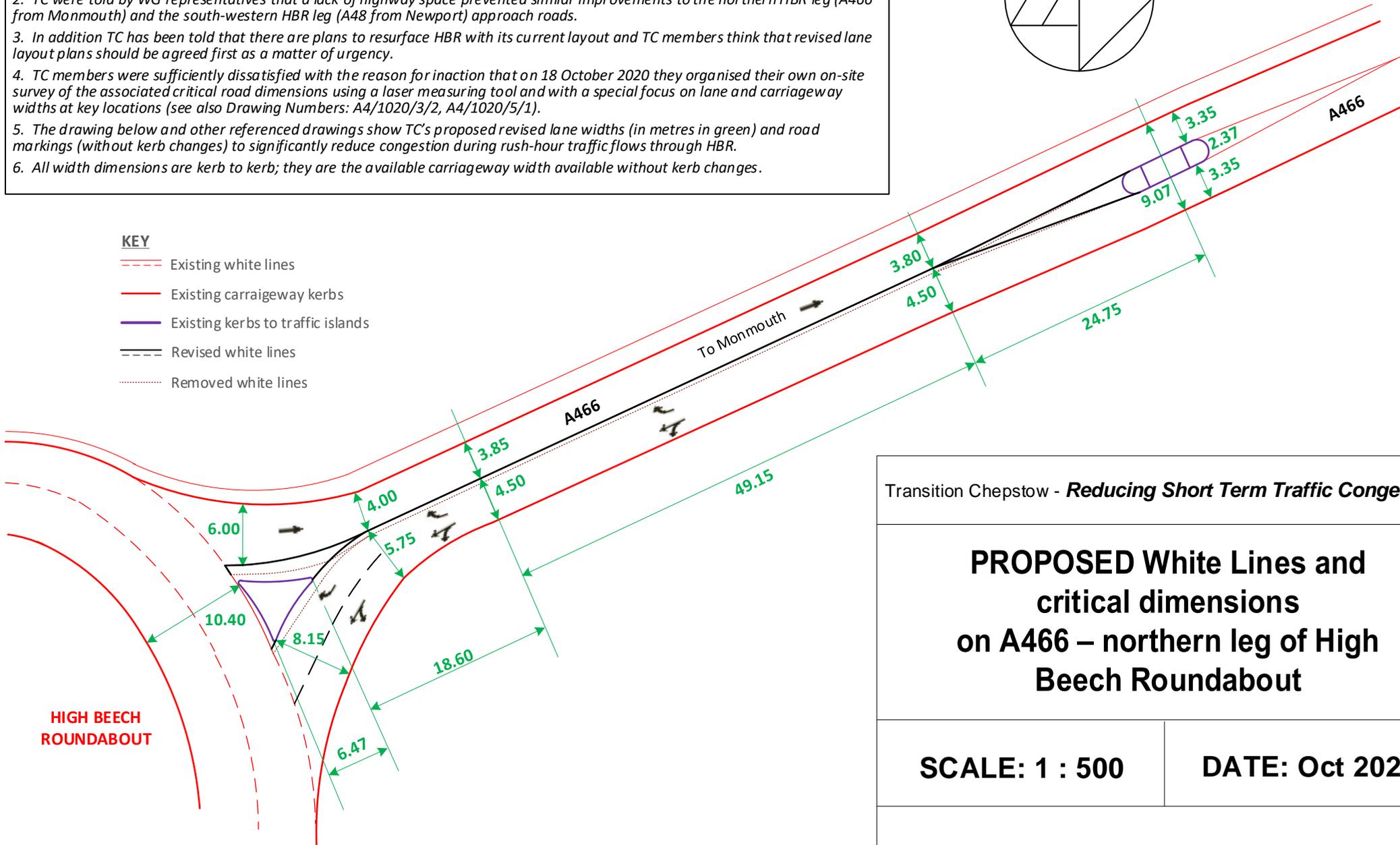
NOTES

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5. The drawing below and other referenced drawings show TC's proposed revised lane widths (in metres in green) and road markings (without kerb changes) to significantly reduce congestion during rush-hour traffic flows through HBR.
6. All width dimensions are kerb to kerb; they are the available carriageway width available without kerb changes.



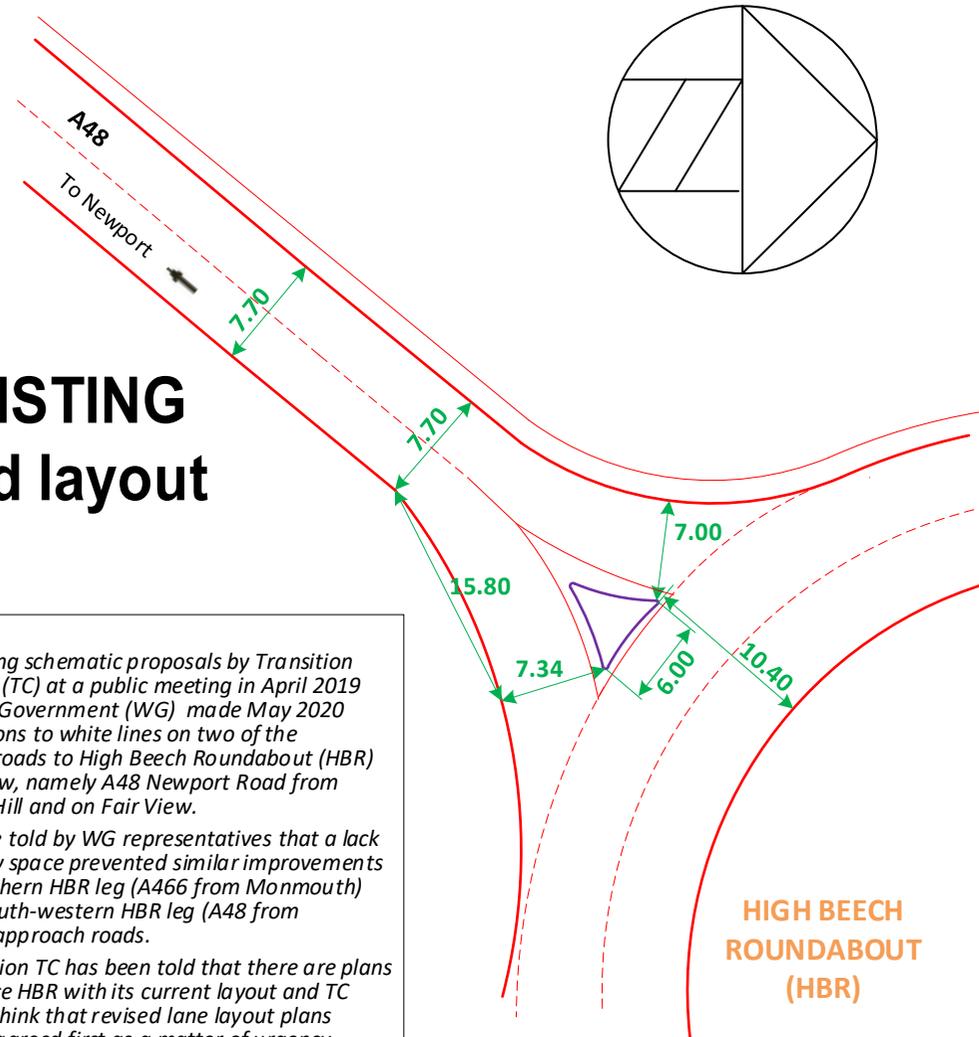
KEY

-  Existing white lines
-  Existing carriageway kerbs
-  Existing kerbs to traffic islands
-  Revised white lines
-  Removed white lines



Transition Chepstow - <i>Reducing Short Term Traffic Congestion</i>	
PROPOSED White Lines and critical dimensions on A466 – northern leg of High Beech Roundabout	
SCALE: 1 : 500	DATE: Oct 2020
Drwg No: A4/1020/4/2	

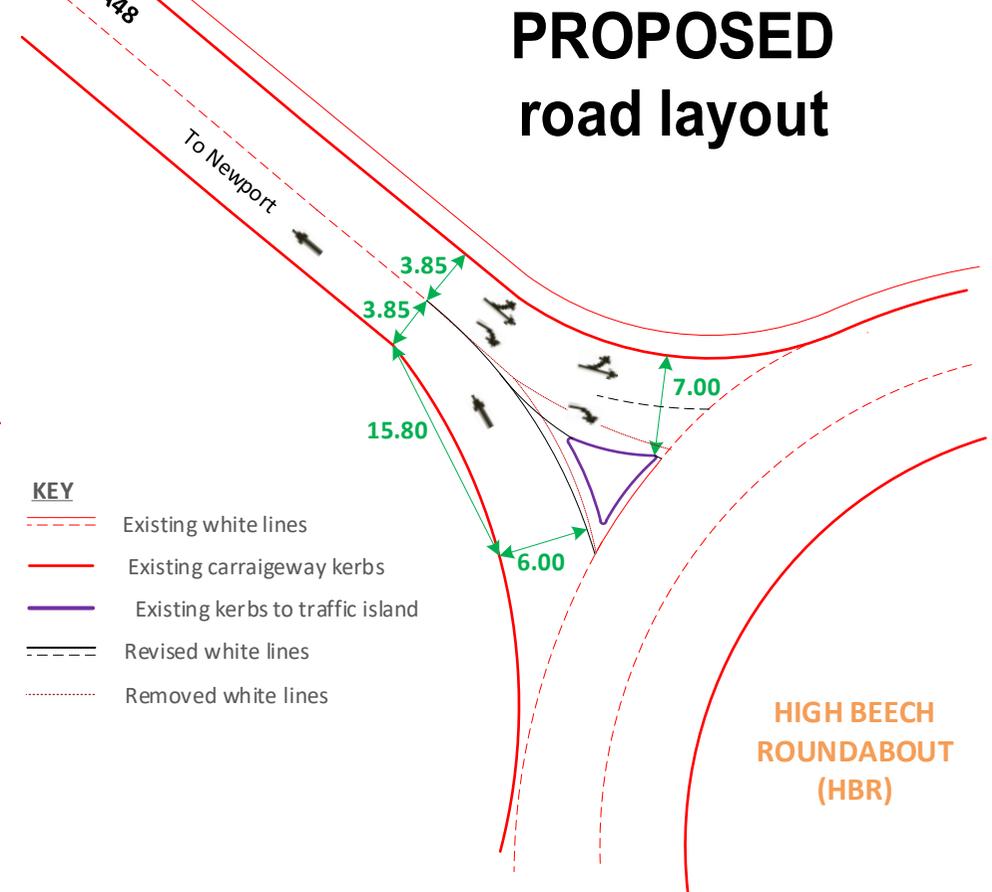
EXISTING road layout



NOTES

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5. The drawing above and other referenced drawings show TC's proposed revised lane widths (in metres in green) and road markings (without kerb changes) to significantly reduce congestion during rush-hour traffic flows through HBR.
6. All width dimensions are kerb to kerb; they are the available carriageway width available without kerb changes.

EXISTING & PROPOSED White Lines & critical dimensions on A48 – south-west leg of High Beech Roundabout



PROPOSED road layout

KEY

- Existing white lines
- Existing carriage kerbs
- Existing kerbs to traffic island
- Revised white lines
- Removed white lines

Transition Chepstow
Reducing Short Term Traffic Congestion

SCALE: 1 : 500

DATE: Oct 2020

Drwg No: A4/1020/5/1