

# Public Document Pack



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Friday 3<sup>rd</sup> September 2021

## Notice of Reports Received following Publication of Agenda.

### Economy and Development Select Committee

Tuesday, 7th September, 2021 at 10.00 am  
County Hall, Usk - Remote Attendance

Attached are reports that the committee will consider as part of the original agenda but were submitted to democratic services following publication of the agenda.

Item No	Item	Pages
5.	Scrutiny of the proposed Regeneration Projects and Placemaking Grants Submission.	1 - 32
7.	Economy and Development Select Committee Forward Work Plan.	33 - 36
9.2	Special Meeting - Economy and Development Select Committee dated 26th July 2021.	37 - 40

**Paul Matthews**  
Chief Executive

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**SUBJECT: REGENERATION PROJECTS AND PLACEMAKING GRANT SUBMISSION**

**MEETING: ECONOMY AND DEVELOPMENT SELECT COMMITTEE**

**DATE: 7<sup>th</sup> September 2021**

**DIVISION/WARDS AFFECTED: ALL**

**1. PURPOSE:**

- 1.1 To allow the Economy and Development Select Committee the opportunity to scrutinise the proposed submission for the 2021/22 Welsh Government Transforming Towns Placemaking programme and associated funding opportunities, the indicative submission for the 2022/23 Placemaking programme, and the proposed use of Experimental Traffic Orders to extend the temporary trial re-opening towns measures, while long-term options are designed up and consulted upon.

**2. RECOMMENDATIONS:**

- 2.1 To endorse the prioritisation of regeneration activity throughout the County, the proposed Placemaking Grant submission for 2021/22 of £791,429 made under the Welsh Government Transforming Towns funding, and the indicative programme for 2022/23, and the Transforming Town revenue grant and business fund submissions, noting that the projects and funding balance may change due to prioritisation and deliverability. This proposal is being reported to Cabinet on 15<sup>th</sup> September 2021.
- 2.2 To endorse the proposal that the temporary trial re-opening towns measures listed in paragraph 3.11 remain in place for up to 18 months while long-term options are designed up and consulted upon. To continue to authorise the Chief Officer Enterprise to make any adjustments to the temporary trial measures deemed necessary, in consultation with the relevant Cabinet Member(s) and Ward Member(s), in response to stakeholder feedback. This proposal is being reported to Cabinet on 15<sup>th</sup> September 2021.

**3. KEY ISSUES:**

**Placemaking Grant**

- 3.1 The Council has secured an equal one-tenth share of a Welsh Government Transforming Towns 'Placemaking' grant awarded to the Cardiff Capital Region and administered by RCT Council. Monmouthshire's share for 2021/22 is £554,000 which together with the required match funding from MCC of £237,429, provides a total fund of £791,429.
- 3.2 Appendix 1 sets out the grant categories and criteria that have been set by Welsh Government.
- 3.3 Appendix 2 sets out the proposed allocation of grant funding for 2021/22 and an indicative funding allocation for 2022/23. The proposed grant submission is informed by ideas arising from the reopening towns work and suggestions from Elected Members, Town

Councillors and business representatives provided during the review of the re-opening towns meetings. Although there is currently no guarantee that funding will be available in 2022/23, the Welsh Government's commitment to placemaking and town centre regeneration make it highly likely that such a funding stream will continue. The two-year approach set out in this report enables officers to establish a forward work programme as well as give the potential to bid for additional in-year money should it become available.

- 3.4 The proposals have been sifted by compatibility with the grant criteria, deliverability (the 2021/22 projects must be concluded in this financial year) and impact/outcomes. Due to these criteria, not all towns will benefit equally, with some towns benefitting only from the 'all towns' funds. Villages and local centres are not eligible for this grant funding. Magor is currently not defined as a town but it would be able to benefit from the 'all towns' funds should it become a town as a result of the Boundary Commission proposals (there may also be funding available under the GI category).
- 3.5 The project list is subject to change as certainty of deliverability evolves.

### **Transforming Towns Revenue Funding**

- 3.6 In addition to the above funding proposals, in 2021/22 WG has made available revenue funding through their Transforming Towns programme with £75k nominally allocated to each local authority, with an element of match funding expected. Funding is available for:
- Master plans or placemaking plans;
  - Green infrastructure audits;
  - Project feasibility and specialist consultancy; and
  - Consultancy work associated with the planning and reconfiguration of town centres as a result of Covid-19.
- As with the Transforming Towns Placemaking grant, the revenue funding has a town-centre focus.
- 3.7 To this end, MCC has bid for funding to commission a masterplan for Chepstow. This has been proposed for a number of reasons. The masterplan would pull together the various ongoing plans that impact on Chepstow town centre (e.g. the Transport Study, Town Council Place Plan and tourism via the Wye Valley Villages project) offering the necessary overarching strategic vision, co-ordination and governance. It would be the mechanism for consultation on the long-term future of the High Street and would have a focus on support to businesses and destination marketing including Chepstow as a destination 'arts' town. These cumulative proposals seek to enhance the long-term vitality and viability of the town. Should the bid be successful, we would seek to work with Chepstow County Councillors and Town Council in the preparation of the brief.
- 3.8 Should additional WG revenue funding be made available in the very near future, MCC would seek to commission a masterplan for Monmouth. However, the money is to be spent in 2021/22 so timescales are tight. The WG expectation for future capital funding is that it forms part of a town-based strategy or masterplan, hence the focus on securing funding for masterplans via this revenue grant opportunity. Of the three towns without a current masterplan or strategy, Chepstow and Monmouth are considered to be in greatest need. Future funding will be sought for Abergavenny.

### **Transforming Towns Business Fund**

- 3.9 The following bids have been submitted under the Transforming Towns Business Fund. The proposals were prepared in conjunction with business groups and Town Councils insofar as this was possible during a very tight bidding period during August:
- Shop Local – Countdown to Christmas - MCC led project £18,000
  - Virtual High Street pilot and digital skills training package - MCC led project £55,000
  - Town Council led projects £15,000
  - Croeso – Y Fenni Business Community led project £2,550

### **Longer term regeneration priorities**

- 3.10 The 2021/22 Placemaking Grant bid submission and 2022/23 proposal are a reflection of known deliverable projects that meet the grant criteria. They have been shaped by stakeholder engagement via the re-opening towns review meetings held in June 2021, Business Resilience Forum meetings and the multidisciplinary officer working group. The grant criteria mean the funding cannot simply be distributed evenly amongst each of our towns, nor would doing so result in meaningful outcomes. The recent review of the re-opening towns pandemic response trials identified a clear, shared ambition for regeneration in each of our towns, subject to further engagement and consultation on any proposed permanent changes. Delivering on this ambition will require the coordination, sequencing and prioritisation of projects, which will be the subject of a future Cabinet report to shape the Council's regeneration strategy going forwards.
- 3.11 One clear limitation at present is the absence of an overarching vision or strategy for Chepstow, Monmouth and Abergavenny, which would inform future priorities and grant submissions. The revenue grant bid for Chepstow, and provisional bid for Monmouth, go some way to help address this. A summary of the feedback received for each town from the stakeholder sessions is given below:

#### **Abergavenny**

Although involving difficult decisions at the time, it was universally agreed that the pedestrianisation of much of Abergavenny's town centre in recent years has been a success. The temporary trial measures proposed for retention for a further period of up to 18 months are the part-time pedestrianisation of Cross Street; the provision of planters, pods, parklets and outdoor trading space in Cross Street, Frogmore Street and St John's Square; the provision of a contraflow cycle lane on Lion Street; and infrastructure to support and promote active travel. A number of smaller scale interventions have been suggested for coming years relating to the trial measures, but Abergavenny would benefit from an overarching strategy and vision for the town to coordinate various projects and future potential.

#### **Caldicot**

The recent Cabinet decision to support the Levelling Up Fund submission for the Newport East constituency for Caldicot builds upon the previous Cabinet decision for Caldicot to be the focus for Targeted Regeneration Investment (TRI) grant funding, which itself builds on the 2014 Town Vision and 2016 Strategy and Action Plan and recent Active Travel investment. These decisions provide a clear and relevant framework to inform future work in Caldicot. Caldicot town centre is already pedestrianised so the main temporary trial

measures proposed for retention for a further period of up to 18 months are the provision of planters, pods, parklets and outdoor trading space; and infrastructure to support and promote active travel.

### **Chepstow**

As stated in para 3.7 of this report, a £75k bid has been submitted seeking Welsh Government revenue funding for an overarching strategy to coordinate and inform future work and priorities, coordinating with the Town Council's emerging Place Plan. The temporary trial measures proposed for retention for a further period of up to 18 months are the part-time closure of High Street to vehicular traffic other than blue badge holders accessing the disabled person parking bays on Bank Street; changes to the crossing areas on Moor Street/Welsh Street and at Beaufort Square; the provision of planters, pods, parklets and outdoor trading space; and infrastructure to support and promote active travel. In response to stakeholder feedback, a zebra crossing is to be provided at Beaufort Square, and additional disabled person parking provided on Upper Nelson Street to ensure access for all during festivals and events.

### **Monmouth**

Active Travel funding has been secured for this financial year (2021/22) to consider options for permanent changes to Monnow Street to create a more people-friendly environment that supports and promotes active travel. As with Chepstow, an overarching strategy is needed to draw together and coordinate various projects and proposals and to shape the future regeneration priorities. Should additional WG revenue grant become available early enough this financial year, a bid will be submitted for this work. Earlier this year, Cabinet approved the Levelling Up Fund submission for the Monmouthshire constituency, which focuses on regenerating Monmouth. The temporary trial measures proposed for retention for a further period of up to 18 months are the widened pavements to Monnow Street and the associated provision of planters, pods, parklets and outdoor trading space in Monnow Street and Agincourt Square; and infrastructure to support and promote active travel.

### **Usk**

Usk benefits from a masterplan commissioned jointly by Monmouthshire County Council, Usk Town Council and Llanbadoc Community Council. It is proposed that this is adopted by MCC to inform and guide future decision-making, and this will be subject to a separate Member report. The temporary trial measures proposed for retention for a further period of up to 18 months are the provision of planters, pods, parklets and outdoor trading space around the town centre. The temporary traffic lights on Bridge Street were removed in May 2021.

### **Interim Arrangements**

- 3.12 The current temporary trial re-opening towns measures are underpinned by emergency Traffic Orders, which expire after 18 months (January 2022). The associated street café licences were issued for a temporary period until September 2021, and so a decision is needed on whether or not to review each licence, which in turn requires certainty about the extension of the trial of the temporary measures. It is recommended to Cabinet that the trial measures outlined in paragraph 3.11 be allowed to remain in place for up to a further 18 months, providing an interim period during which permanent measures are considered,

designed and consulted upon. An Experimental Traffic Order can allow the trial measures to remain in place for up to another 18 months. This would allow the trial measures to continue to be tested, with adjustments made as necessary in response to Member and community feedback, which can be provided via our website, contact centre or email to the Regeneration Officer lead for the town in question (see para 3.16 below). Cabinet approval is sought to continue to authorise the Chief Officer Enterprise to make adjustments to trial measures in consultation with the relevant Cabinet Member(s) and Ward Member(s). In some instances, such as Chepstow, Experimental Orders could allow different trial measures to be considered, utilising feedback from the re-opening towns review meeting and discussions with other stakeholders including a newly forming disability action group.

- 3.13 Although Magor is currently out of scope for the Placemaking grant, due to it not being a town at present, if Cabinet approves the use of Experimental Traffic Orders to retain the temporary measures for up to another 18 months, it is proposed that this applies to Magor too. The temporary trial measures in question comprise the partial closure of Magor Square to vehicular traffic including some on-street parking bays, the provision of space for outdoor trading, planters, and active travel improvements. Further community consultation is proposed to identify which, if any, of these changes might become permanent.
- 3.14 In terms of the other villages, the only trial measures for potential retention in Raglan and Tintern are the 20mph speed limits. Subject to consultation with the Ward Member and Community Council, it is proposed that consultation is undertaken to make these speed limit changes permanent.

### **Programme Management Arrangements**

- 3.15 An increasing level of project work due to the increasing array of grants available requires effective programme and project management arrangements for the newly formed Regeneration team. This operational project management will oversee 'live' projects within the Enterprise directorate and will develop a pipeline of 'shovel ready' projects to maximise future grant opportunities.
- 3.16 The programme management arrangements will be led by the Head of Placemaking, Regeneration, Highways and Flooding and include relevant officers who undertake the role of project managers or project sponsors.

### **Multidisciplinary Officer Meeting**

- 3.17 Now that the town centre work is moving from covid response to future-looking regeneration, it is proposed to replace the monthly re-opening town meetings with a quarterly multidisciplinary officer meeting focused on future regeneration opportunities. This will be a forum to bring together colleagues from various services to ensure everyone is aware of current workstreams and project progress, and to share ideas for the future pipeline of projects, knowledge of local issues and awareness of new funding opportunities.

### **Place-based Project Management**

- 3.18 Following the appointment of two project managers into the Regeneration team, they will be allocated across the County as town regeneration leads as follows:

Abergavenny

Daniel Fordham

Caldicot	Daniel Fordham
Chepstow	Jane Lee
Magor	Jane Lee
Monmouth	Daniel Fordham
Usk	Jane Lee
Wye Valley Villages	Jane Lee

This will be reviewed as necessary, for example if the LUF bids are successful. Roger Hoggins continues to support these workstreams as Head of Strategic Projects.

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

4.1 A Wellbeing of Future Generations Equalities Impact Appraisal has been completed in relation to the interim retention of the trial re-opening towns measures. There are no corporate parenting of safeguarding concerns, nor issues in relation to our economic impact duty. Amendments, where needed, provide mitigation in relation to impacts on protected characteristics, specifically disability in relation to Chepstow in particular.

#### 5. OPTIONS APPRAISAL

5.1 Table One below therefore provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
Do Nothing	No additional demand on colleague time and capacity	<ul style="list-style-type: none"> <li>Allocated funding is lost and projects not implemented</li> </ul>	The grant funding will help support our town centres.
Proceed with the submission of the placemaking grant as set out in Appendix 2.	Projects are delivered, town centre vitality and viability are supported, funding is not lost,	<ul style="list-style-type: none"> <li>Some towns may feel 'unloved' and projects not progressed in all towns</li> </ul>	The rationale behind the submission is sound, and future funding is expected to be available.
Put Experimental Traffic Orders in place as an interim measure to allow the trial measures to be thoroughly tested for up to 18 months while permanent solutions are identified, designed and consulted on. To continue to authorise the Chief Officer Enterprise to make adjustments to trial measures in consultation with the relevant Cabinet Member(s) and Ward Member(s).	<p>Temporary trial measures remain in place to support our town centres and to thoroughly test them.</p> <p>Businesses who have invested in outdoor trading spaces can continue to benefit, subject to an appropriate licence being in place.</p>	<ul style="list-style-type: none"> <li>The trial measures might be perceived as having been made permanent without engagement The trial measures may become tired or worn</li> </ul>	<p>Clear communication will clarify that the measures remain trials during the interim period.</p> <p>The trial measures will continue to be adjusted as needed in response to Member and community feedback and can be removed if insurmountable problems arise.</p>

#### 6. REASONS:



- 6.1 The proposed grant submission is informed by ideas arising from the re-opening towns work and suggestions from Elected Members, Town Councillors and business representatives provided during the review of the re-opening towns meetings, as well as feedback from the Business Resilience Forum and the officer working group.
- 6.2 Project work and funding opportunities are increasing. We need to ensure we can maximise the benefit of this funding to Monmouthshire's communities by successfully bidding and delivering on projects. The newly established physical regeneration team gives us an opportunity to review how we best do this, with new project management arrangements to ensure timely and effective project delivery and to develop a pipeline of 'shovel ready' projects to maximise future grant opportunities.
- 6.3 The Experimental Traffic Orders will allow the trial measures to continue to be tested, with adjustments as necessary, supporting businesses and communities while permanent changes are considered, designed and consulted upon. Cabinet is invited to continue to authorise the Chief Officer Enterprise to make adjustments to trial measures in consultation with the relevant Cabinet Member(s) and Ward Member(s).

**7. RESOURCE IMPLICATIONS:**

- 7.1 The match funding contribution for the Transforming Towns Placemaking grant has been allocated within the capital programme. This is approximately £238,000 per annum based on a 30% contribution.
- 7.2 Wherever possible and reasonable we will include regeneration and/or highway officer time for project management in future grant applications, to help financially support the teams' resource needs.
- 7.3 The Experimental Traffic Orders will be undertaken using existing staff resource and budget.

**8. CONSULTEES:**

Enterprise DMT

SLT

Economy and Development Select: At its meeting on 26<sup>th</sup> July 2021, the Economy and Development Select Committee considered a report reviewing the re-opening towns work and setting out the transition to future long-term regeneration proposals for each of our towns. The Committee noted that Members will be engaged on a town-by-town basis to help shape emerging proposals and to help inform and engage the local community. The Economy and Development Select Committee asked that regeneration projects relating to high streets periodically return to that forum for scrutiny.

Re-opening Towns Officer Working Group: supports the proposed bid, interim arrangements and project management arrangements.

**9. BACKGROUND PAPERS:**

None

**10. AUTHOR:**

Mark Hand (Head of Placemaking, Regeneration, Highways and Flooding)

**11. CONTACT DETAILS:**

E-mail: [markhand@monmouthshire.gov.uk](mailto:markhand@monmouthshire.gov.uk) Tel: 07773 478579

**Appendix 1: WG Placemaking Grant 2021-22 criteria**

**Appendix 2: Proposed WG Placemaking Grant 2021-22 submission and 2022/23 programme for Monmouthshire**

**Appendix 3: Wellbeing of Future Generations Assessment for interim retention of trial measures**

Appendix 1: Transforming Towns Placemaking Grant criteria 2021/22

Place Making Intervention	Scheme Detail	Eligible Applicant	Maximum Allocation of grant
<p><b>Residential Units in Town Centres</b></p>	<p>To convert vacant floor-space on upper floors into new residential accommodation. The minimum requirement from each scheme is 1 x 1 bedroom self-contained flat.</p> <p>Schemes are expected to be a mix of one and two bedroom units with ratio determined by layout of building and planning consent.</p> <p>Schemes should comply to the minimum floor space as recommended in the most up to date Welsh Housing Quality Standards, currently this is:</p> <ol style="list-style-type: none"> <li>1. 46m<sup>2</sup> per one bedroom flat</li> <li>2. 59m<sup>2</sup> per two bedroom flat</li> </ol> <p>Student accommodation, bedsits and studios are not eligible for grant funding</p> <p>Where acceptable to Local Planning Authorities potential conversion of ground floor, as well as upper floors may be considered for areas not considered to be core retail, where no alternative commercial use can be found.</p>	<p>Occupiers or property owners of properties within town centres who either:</p> <ul style="list-style-type: none"> <li>• Own the freehold, or</li> <li>• Hold a lease with a seven year minimum period remaining at the planned final grant payment date and who have secured their landlord's written consent to the proposed works.</li> </ul>	<p>Up to £250,000 per property</p>
<p><b>Commercial Property Improvement Grants</b></p>	<p>The Property Improvement Grant is available to commercial building occupiers and owners within town centres. Its purpose is to enhance building frontages together with the upgrade of <b>vacant</b> commercial floor space to bring it back into beneficial business use.</p> <p>New/ upgraded floor space must be for business use, with each scheme determined on its individual</p>	<p>Occupiers or property owners of commercial properties within the designated area who either:</p> <ul style="list-style-type: none"> <li>• Own the freehold, or</li> <li>• Hold a lease with a seven year minimum period remaining at the planned final grant payment date and who have secured their landlord's written consent to the proposed works.</li> </ul>	<p>Up to £250,000 per property</p>

	<p>merits at the discretion of local officers, and then approved by local and regional project boards. In particular offices, independent leisure, retail, food and drink uses will be considered. Mixed-use schemes will also be considered, but private student lets, will not be considered.</p> <p>Offices or commercial premises above retail units will also be considered for support.</p> <p><b>WORKS</b></p> <p><b>External</b>          External works to the building can include work deemed necessary for the structural integrity of the property. Items might include:</p> <ul style="list-style-type: none"> <li>• Shopfronts;</li> <li>• Signage;</li> <li>• Windows and doors;</li> <li>• External lighting;</li> <li>• Roofs and chimneys;</li> <li>• Rainwater goods (guttering and down pipes);</li> <li>• Rendering, stone cleaning and repairs, re-pointing; and</li> <li>• Structural works.</li> </ul> <p><b>Internal</b>          Internal works to the building can include all work, visible or structural, necessary to complete the project to Building Regulations. This might include:</p> <ul style="list-style-type: none"> <li>• Windows and doors;</li> <li>• Improved accessibility;</li> <li>• Walls, ceilings, lighting;</li> </ul>		
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Appendix 1: Transforming Towns Placemaking Grant criteria 2021/22

	<ul style="list-style-type: none"> <li>• Energy Efficiency measures when included as part of the overall scheme;</li> <li>• Utilities and services, including heating;</li> <li>• Welfare facilities (e.g. essential washroom and cleansing facilities only); and</li> <li>• Structural work</li> </ul> <p><b>New Build</b> New build commercial floor-space could be eligible, where a local need for this has been identified.</p>		
<p><b>Green Infrastructure</b></p>	<p>The provision of Green Infrastructure and Biodiversity projects in town centres. Specifically but not exclusively:</p> <ul style="list-style-type: none"> <li>• Green Walls</li> <li>• Green Roofs</li> <li>• Rain Gardens</li> <li>• Greening.</li> <li>• Pocket Parks</li> </ul> <p>Other Green Infrastructure or general greening measures are eligible subject to approval of Welsh Government. Any intervention needs to be strategic and underpinned by a Town Centre Green Infrastructure Audit.</p> <p>This support will not contribute to ongoing maintenance costs in future financial years.</p>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Business Improvement Districts BIDs</li> <li>• Town and Community Councils</li> <li>• Occupiers or property owners of commercial properties within the designated area who either:             <ul style="list-style-type: none"> <li>○ Own the freehold, or</li> <li>○ Hold a lease with a seven year minimum period remaining at the planned final grant payment date and who have secured their landlord's written consent to the proposed works.</li> </ul> </li> </ul>	<p>Up to £250,000 per project</p>
<p><b>Public Realm</b></p>	<p>The provision of small scale public realm enhancements where they are aligned with a natural</p>	<ul style="list-style-type: none"> <li>• Local Authorities.</li> <li>• Business Improvement Districts BIDs</li> </ul>	<p>Up to £250,000 per scheme.</p>

Appendix 1: Transforming Towns Placemaking Grant criteria 2021/22

	<p>clustering of regeneration activity in town centres. Where there is demonstrable social and economic impact. Specifically:</p> <ul style="list-style-type: none"> <li>• The removal or dropping of curbs for access and egress;</li> <li>• The widening of pavement areas so as to provide outdoor seating and amenity areas;</li> <li>• Permanent planters and screening provision;</li> <li>• Enhancing features to a key project within the town or city centre;</li> </ul> <p>Other measures may be eligible for support subject to approval of Welsh Government.</p>	<ul style="list-style-type: none"> <li>• Town and Community Councils</li> </ul>	
<p><b>Strategic Acquisition</b></p>	<p>Acquisitions within town and city centres. This support should not be used to acquire properties that are subject to, or could benefit from planning enforcement measures. Specifically, this support could be used to:</p> <ul style="list-style-type: none"> <li>• Acquire properties in order to complete land assembly for larger strategic proposals;</li> <li>• Acquire properties for demolition in order to deliver improved connectivity and permeability in centres;</li> <li>• The acquisition of properties in order to provide greenspace, play facilities or enhanced public realm.</li> <li>• Demolition costs are eligible.</li> </ul>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Business Improvement Districts BIDs</li> <li>• Town and Community Councils</li> <li>• Social Businesses and B – Corps</li> </ul>	<p>Up to £250,000 per acquisition.</p>
<p><b>Town Centre Markets</b></p>	<p>The delivery of the ‘Every Town a Market Town’ philosophy. The development and enabling of local markets for the provision of produce, craft, food and value added products. This capital only funding will deliver:</p>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Business Improvement Districts (BIDs)</li> <li>• Town and Community Councils</li> <li>• Social Businesses and B – Corps</li> </ul>	<p>Up to £250,000 per location.</p>

Appendix 1: Transforming Towns Placemaking Grant criteria 2021/22

	<ul style="list-style-type: none"> <li>The provision of permanent electricity supplies to enable market trading;</li> <li>The acquisition of trading stalls, stands and platforms.</li> </ul> <p>Works must conform and be aligned with the Welsh Government best practice guide for the establishment of local markets. This work should be aligned with any post Covid – 19 Town Centre works and planning.</p>		
<b>Town Centre Meanwhile Uses</b>	The establishment of temporary meanwhile or pop – up uses in currently vacant premises in town centres. The support should be wholly aligned with the Welsh Government Meanwhile Uses Best Practice Guide.	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Business Improvement Districts BIDs</li> <li>Town and Community Councils</li> <li>Social Businesses and B – Corps</li> </ul>	Up to £250,000 per location.
<b>Town Centre External Trading support.</b>	The provision of outdoor seating, planters, coverings, servery areas and building canopies. This support is in line with the Covid – 19 response grant 2020/21.	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Business Improvement Districts</li> <li>Town Centre Businesses</li> <li>BIDs</li> <li>Town and Community Councils</li> </ul>	
<b>Shop Frontage Enveloping Schemes</b>	External shop frontage enhancements whereby no internal modification or redevelopment is undertaken. Adjacent or closely situated properties need to be targeted in a given town so as to achieve a critical mass and greater impact. It is suggested that a minimum of 6 properties should sign up to this support.	<ul style="list-style-type: none"> <li>Occupiers or property owners of commercial properties within the designated area who either:                             <ul style="list-style-type: none"> <li>Own the freehold, or</li> <li>Hold a lease with a seven year minimum period remaining at the planned final grant payment date and who have secured their landlord's written consent to the proposed works. For projects that request less than £50k in grant a legal charge is not required so a lease with five years remaining at the final grant payment date is acceptable.</li> </ul> </li> </ul>	Up to £250,000 per location.
<b>Digital Towns</b>	The furthering of the 'digital towns' agenda through the provision of capital items to support Wi-Fi analytics and Lora Wan networks.	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Business Improvement Districts BIDs</li> <li>Town and Community Councils.</li> </ul>	Up to £250,000 per town centre.

Appendix 1: Transforming Towns Placemaking Grant criteria 2021/22

<p><b>Active Travel</b></p>	<p>Provisions supporting or facilitating active travel routes in town centres where this cannot be funded through other means. Specifically the provision of bicycle storage, lockers and retrofit of show and hygiene facilities in commercial premises</p>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Business Improvement Districts BIDs</li> <li>• Town and Community Councils</li> <li>• Social Businesses and B – Corps</li> <li>• Private sector partners</li> </ul>	<p>Up to £250,000 per application.</p>
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Appendix 2: Transforming Towns Placemaking Grant submission 2021/22 and proposal for 2022/23

Transforming Towns Placemaking Grant allocation	70%	£554,000
MCC match funding (minimum requirement)	30%	£242,000
<b>TOTAL</b>	<b>100%</b>	<b>£796,000</b>

**2021/22 Proposed indicative submission**

Project	Placemaking Grant project category	Location	Priority	Estimated cost	Deliverability	Notes
43 Frogmore St - upper floor conversion to shared workspace	Commercial Property Improvement Grants	Abergavenny	1	£63,000		Cost based on 70% of total project cost. Space to be occupied/managed by Gwagle, who operate existing co-working space on Nevill Street.
Cross Street interventions leading to pedestrianisation - quick win projects	Public Realm	Abergavenny	1	£25,000		Cycle-friendly gates, signage at junction with Monk Street. Costs TBC.
Borough Theatre Refurbishment	Commercial Property Improvement Grants	Abergavenny	1	£250,000		Match funding. Dependent on timely award of Active Travel funding
Caldicot Goes Pop!	Town Centre Meanwhile Uses	Caldicot	1	£11,000		Upgrades to existing Town Team pop-up unit
Caldicot shop front improvements - continuation of 20/21 grants scheme	Shop Front Enveloping Schemes	Caldicot	1	£150,000		To include existing commitments and new projects. Funding allocation could be increased if other projects underspend.
Caldicot Town Team market gazebos	Town Centre Markets	Caldicot	1	£7,000		To support expansion of Town Team-managed market
Chepstow town centre public realm	Public Realm	Chepstow	1	£10,000		Funding for green roof shelter for trade waste bins and creation of seating area in Chepstow town centre.
Chepstow Green Wall	Green Infrastructure	Chepstow	1	£25,000		Issues around maintenance requirements which are apparently intensive/costly
Various projects generated through the GI Action Plan	Green Infrastructure	Abergavenny, Chepstow, Monmouth	1	£65,000		Cost is for delivery of GI Action Plan projects in town centres. Other deliverable projects available outside town centres. £80k if Magor Undy included

Appendix 2: Transforming Towns Placemaking Grant submission 2021/22 and proposal for 2022/23

Town centre outdoor adaptation grants - continuation of 20/21 grants scheme	Town Centre External Trading Support	All towns	1	£130,000		To include existing commitments and new projects. Funding allocation could be increased if other projects underspend.
Town centre wifi and Smart Town Data	Digital Towns	All towns	1	£60,000		To be delivered by Rural/Digital Programmes Team
<b>TOTAL</b>				<b>£796,000</b>	<b>The indicative figures show an overspend of £4571</b>	

Appendix 2: Transforming Towns Placemaking Grant submission 2021/22 and proposal for 2022/23

Assumed Transforming Towns Placemaking Grant allocation	70%	£556,500
MCC match funding (minimum requirement)	30%	£238,500
<b>TOTAL</b>	<b>100%</b>	<b>£795,000</b>

**2022/23 Indicative proposal**

Project	Placemaking Grant project category	Location	Priority	Estimated cost	Deliverability	Notes
Church Road, Caldicot Phase 2	Public Realm	Caldicot	2	£250,000		
Hanbury House - improvement to shopfront and lettable areas	Commercial Property Improvement Grants	Chepstow	2	£80,000		Costs TBC
Welsh Street car park - improve pedestrian environment at entrance	Public Realm	Chepstow	2	£110,000		Potential to improve disabled access to High Street.
20 Monnow Street	Commercial Property Improvement Grants	Monmouth	2	£75,000		Improvements/repairs pending redevelopment/refurbishment
Shopfront enveloping schemes	Shopfront enveloping	Abergavenny and Monmouth	2	£280,000		Locations tbc but likely to be Lower Cross Street in Abergavenny and Monnow Street and Church Street in Monmouth
<b>TOTAL</b>				<b>£795,000</b>		



<p><b>Name of the Officer</b> Mark Hand</p> <p><b>Phone no:</b> 07773 478579 <b>E-mail:</b> markhand@monmouthshire.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p><b>Re-opening Monmouthshire's High Streets – extension of the temporary trial measures for up to an additional 18 months</b></p> <p>In response to the Covid-19 pandemic, various temporary trial measures were introduced to our High Streets to enable people to safely return to support local businesses, creating more people-friendly environments and encouraging active travel. These measures were introduced via emergency Traffic Orders which expire after 18 months. It is therefore proposed to retain the temporary trial measures that are still in place for up to an additional 18 months using an Experimental Traffic Order. During this period, permanent changes can be designed up, consulted upon and, where applicable, funding sought.</p> <p>This Assessment considers the equality and wellbeing and socio-economic implications of extending the temporary trial measures for up to an extra 18 months. During that period, alterations and changes can be made to the trial measures in response to stakeholder feedback.</p>
<p><b>Name of Service area:</b> Placemaking, Regeneration, Highways and Flooding</p>	<p><b>Date</b> 1<sup>st</sup> September 2021</p>

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	<p>The temporary trial schemes were been developed through collaboration with County Councillors, Town and Community Councillors and business representaives on the Business Resillience Forum and in June 2021 were subject to a series of town-based review meetings.</p> <p>The original aim of the proposals was to ensure our High Streets are safe for shoppers to return and support local businesses during the pandemic. Pedestrian routes were widened where possible at pinch points to allow social distancing and queuing. Where kerblines were in the middle of widened footways, they were marked with re paint to highlight the level change. High Streets have since been enhanced with planters, parklets and outdoor trading spaces.</p> <p>As we emerge from the worst of the pandemic we are now considering what long-term changes should be made to support the regeneration and repurposing of our high streets.</p>	<p>Some on-street parking has been lost, either all the time such as in Monnow Street, Monmouth, or during part-time street closures such as in parts of Cross Street, Abergavenny, to pedestrianise areas or to provide parklets or seating areas for businesses to provide outdoor trading.</p>	<p>Live feedback will continue to be be invited so that temporary trial schemes can be tweaked, changed or removed as appropriate.</p> <p>We have mitigated the loss of parking bays by ensuring that accessible and convenient parking close to High Streets remains available in alternative locations.</p> <p>Most public toilets are managed by the Town or Community Council or Cadw. Where possible, they remain open for use with appropriate hygiene adaptations.</p> <p>Parklets and planters provide additional street seating allowing people with limited mobility to rest and people with no outdoor space at home a safe outdoor space to meet family and friends when lockdown rules permit.</p> <p>Individuals continue to be responsible for ensuring good personal hygiene and maintaining social distancing when legislation requires.</p>

<p>Disability</p>	<p>The temporary trial schemes were been developed through collaboration with County Councillors, Town and Community Councillors and business representaives on the Business Resillience Forum and in June 2021 were subject to a series of town-based review meetings.</p> <p>The original aim of the proposals was to ensure our High Streets are safe for shoppers to return and support local businesses during the pandemic. The proposals have allowed communities to safely access local shops, which has benefited those who are without internet access/capability to shop, or who are lonely. Pedestrian routes were widened where possible at pinch points to allow social distancing and queuing. Where kerblines were in the middle of widened footways, they were marked with re paint to highlight the level change to thise with visual impairments. High Streets have since been enhanced with planters, parklets and outdoor trading spaces. Parklets and planters provide additional street seating allowing people with limited mobility to rest and people with no outdoor space at home a safe outdoor space to meet family and friends when lockdown rules permit.</p> <p>As we emerge from the worst of the pandemic we are now considering what</p>	<p>Guide dogs are not trained to maintain social distancing and the widened footpaths into carriageways will not be understood by guide dogs who are trained to respond to kerblines.</p> <p>Some on-street parking has been lost, either all the time such as in Monnow Street, Monmouth, or during part-time street closures such as in parts of Cross Street, Abergavenny, to pedestrianise areas or to provide parklets or seating areas for businesses to provide outdoor trading.</p> <p>Planters, parklets and outdoor trading areas pose potential obstacles to those with visial impairments or mobility difficulties. Care has therefore been taken with the siting of these areas.</p>	<p>Live feedback continues to be invited so that schemes can be tweaked, changed or removed as appropriate.</p> <p>Most public toilets are managed by the Town or Community Council or Cadw. Where possible, they remain open for use with appropriate hygiene adaptations.</p> <p>Individuals will be responsible for ensuring good personal hygiene and maintaining social distancing.</p> <p>A net increase in disabled person parking bays is provided, with as many existing bays as possible retained. Audits have been undertaken taking into consideration potential increased distances and, in Chepstow, the difficult topography. This has resulted in the Bank Street spaces remaining available for use.</p> <p>In Abergavenny, access to 8 disabled parking bays at Cross Street is restricted by the barrier between 10am and 4pm Monday to Saturday, and many of these bays have been used to provide parklets or outdoor trading spaces for businesses or cycle parking. At</p>
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long-term changes should be made to support the regeneration and repurposing of our high streets. Some people with disabilities may continue to have increase vulnerability to coronavirus and/or be unable to be vaccinated, making social distancing important still.

present, if accessed before 10am, blue badge holders can park in the remaining bays all day and exit via Market Street. An additional 17 disabled parking bays have been provided at Tiverton Place. The disabled bays at the end of Frogmore Street remain available for use.

In Chepstow, 10 additional disabled person bays have been provided in Welsh Street car park. The disabled person bays on Bank Street remain available for use by allowing blue badge holders access into the road closure area although alternative options are being considered in response to feedback from stakeholders including people with disabilities.

In Monmouth, 12 additional disabled person spaces have been provided at Cornwall House car park. All but one disabled bay has been retained on Monnow Street and Blestium Street as part of the current temporary trial layout. Signing and lining has now been completed to allow for enforcement.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Gender reassignment	No impact		
Marriage or civil partnership	No impact		
Pregnancy or maternity	<p>The scheme widens the pedestrian areas which will assist parents using prams/pushchairs or pregnant people wishing to ensure social distancing.</p> <p>Parklets and planters provide additional street seating allowing people to rest and feed children.</p>	<p>Planters, parklets and outdoor trading areas pose potential obstacles to those with pushchairs or prams. Care has therefore been taken with the siting of these areas.</p>	<p>Most public toilets are managed by the Town or Community Council or Cadw. Where possible, they remain open for use with appropriate hygiene adaptations.</p> <p>Individuals remain responsible for ensuring good personal hygiene and maintaining distancing.</p>
Race	No impact		
Religion or Belief	No impact		
Sex	No impact		
Sexual Orientation	No impact		
Welsh Language	Signage is proportionate to avoid physical and visual clutter. Highway signs will be DfT approved and bilingual.		

## 2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions. This duty aligns with our commitment as an authority to Social Justice.


	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<p><b>Socio-economic Duty and Social Justice</b></p>	<p>The Social Justice strategy focuses on three main areas: tackling loneliness and isolation; tackling poverty and promoting equitable economic prosperity; and giving children the best start in life.</p> <p>People on low incomes or in poverty may not have internet access or be able to make non-cash payments. Supporting our High Streets will enable them to safely access a range of shops and services.</p> <p>Retail and hospitality businesses provide a significant number of valued job opportunities. Supporting people to shop locally and buy goods and services locally supports the retention of those jobs.</p>	<p>None</p>	<p>Parklets and planters provide additional street seating allowing people with no outdoor space at home a safe outdoor space to meet family and friends when lockdown rules permit.</p>




**3. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The trial changes seek to create a safe and attractive environment for shoppers and visitors to support local businesses. Creating such an environment is widely used to support retail, services, hospitality outlets which in turn attracts businesses and subsequent employment whilst adding to the general appearance of prosperity and vitality in a town centre.</p>	<p>A marketing campaign has been run alongside the physical works. Live feedback continues to be sought on the trial changes, allowing for tweaks, changes, additions and removal as appropriate.</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>The trial changes seek to create a safer environment for pedestrians and cyclists and will hopefully encourage active travel instead of car use. The planters provide additional trees and flowers for pollinators.</p>	<p>WG funding bid has been secured for wider active travel improvements and for regeneration enhancements and grants to support local businesses.</p>
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>The trial changes seek to prioritise pedestrians and cyclists as well as support businesses. Active travel is being promoted and supported by government as a way to engender a healthier lifestyle.</p>	<p>The proposals are trials and live feedback is welcomed to enable schemes to be tweaked, added to, changed or removed as appropriate. If measures are successful consideration can be given to making them permanent, following consultation.</p>
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>To be successful our High Streets need to be safe and attractive for residents and visitors. To achieve this there must be space to facilitate social distancing and the potential for licenced outdoor seating to cafés, bars and restaurants to appeal to a wide section of society with all generations being comfortable in the environment.</p>	
<p><b>A globally responsible Wales</b></p>	<p>The trial changes seek to support the economic health of our High Streets. Measures to ensure</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	pedestrian safety and to encourage active travel will encourage people to adopt a more healthy lifestyle through walking and cycling.	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Monmouthshire is a county of historic market towns blessed with high quality independent traders and tourism attractions. As such, it is important that our towns and villages are safe and attractive to visitors and tourism, being places where people are safe and confident visiting and spend some time.	
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Monmouthshire has a greater proliferation of small businesses than any other county in Wales. Creating an environment to support those seeking to invest or expand in retail thereby adding to the prosperity of our towns benefit from this project	

4. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p>	The trial measures have enabled visitors and shoppers to safely socially distance during the pandemic. The focus is now on longer term High Street regeneration and vitality and creating more people-friendly places. Retaining the temporary trial measures for the extended period will enable them to be thoroughly tested and for potential permanent changes to be designed up and consulted on.	Live feedback will continue to be sought to enable measures to be tweaked, added to, changed or scrapped as applicable.

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p><b>Collaboration</b></p>	<p>The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resilience Forum.</p>	<p>A series of review meeting have been held to discuss how the measures are working and provide an update on feedback received and changes made in the interim.</p>
 <p>Involving those with an interest and seeking their views</p> <p><b>Involvement</b></p>	<p>The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resilience Forum. A community survey received nearly 1500 responses which have helped shape the measures proposed. A further survey helped inform active travel proposals to support town centres. Review meetings were held in June 2021 with County Councillors, Town and Community Councillors and business representatives to reflect on what has worked, what hasn't, what lessons can be learnt going forwards, and which, if any, measures have potential to be considered as permanent changes, subject to further consultation.</p>	<p>Further feedback on successes and problems can be submitted via live feedback on the measures.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p><b>Prevention</b></p>	<p>The initial purpose of the proposals was to put physical measures in place to avoid health and/or economic problems occurring, i.e. communities are kept safe while businesses are supported. The focus is now on supporting our High Streets in a post-pandemic climate.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposals seek to balance the competing needs of shoppers, businesses, pedestrians, cyclists and drivers (given the rurality, topography and demographic of the county it is appreciated that car use will remain essential for some people).</p>	

**5. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	<p>People experiencing poverty may not have access to internet shopping or non-cash payment, so ensuring high streets are safe to return to will assist their opportunities to access goods and services, as lockdown easing allows businesses to trade. Data suggests that there is a link between poverty and vulnerability to coronavirus, so a safe environment that enables social distancing is particularly important. Many people rely on employment in retail and hospitality businesses and the success of our town centres is therefore essential to their financial stability and wellbeing.</p>		
Safeguarding	Not applicable		

Corporate Parenting	Not applicable		
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**6. What evidence and data has informed the development of your proposal?**

The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resilience Forum. A community survey received nearly 1500 responses which have helped shape the measure. A further survey helped inform active travel proposals to support town centres. The measures have been adjusted over the last 13 months in response to feedback. Review meetings were held in June 2021 with County Councillors, Town and Community Councillors and business representatives to reflect on what has worked, what hasn't, what lessons can be learnt going forwards, and which, if any, measures have potential to be considered as permanent changes, subject to further consultation

**7. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

The aim of the temporary trial measures has been to support our High Streets and our local businesses through the pandemic. The trials have allowed brave decisions to be made to test different ideas and respond to feedback, and while the initial lack of community and wider business consultation has drawn some criticism, ongoing discussions and response to feedback has resulted in a set of trial measures that, at present, appear to be working well. The measures have sought to create people-friendly places that support local businesses and encourage walking and cycling. Outdoor trading, planters, parklets and banners have added to the vitality of our towns and anecdotal evidence suggests footfall has returned. The extension to the temporary trial measures will allow them to be fully tested and, where applicable, permanent changes to be designed, consulted upon and funding sought for delivery. Funding has been secured for footfall counter technology which will help monitor activity and success.

**8. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.**

What are you going to do	When are you going to do it?	Who is responsible
Continue to review of measures via live feedback.	Ongoing	Regen Team



**9. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	Officer sign off of proposals, with agreement from Cabinet Member for Highways and Infrastructure and Cabinet Member for Enterprise and Land Use Planning	18 <sup>th</sup> June 2020	Amendments to proposals made during previous ten days from meetings with businesses and Town/Community representatives.
2	Project update as measures are amended and street furniture installed	18 <sup>th</sup> March 2021	Review of parking provision and accessibility
	Proposal to extend temporary trial measures for up to an additional 18 months	1 <sup>st</sup> September 2021	n/a

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## Monmouthshire's Scrutiny Forward Work Programme 2021

Economy Select Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
7 <sup>th</sup> September 2021	<b>The Borough Theatre Refurbishment Proposal</b>	Pre-decision scrutiny of a report on the Borough Theatre.	Cath Fallon	Pre-decision Scrutiny
	<b>Proposed Regeneration Projects and Place-making Grants Submission</b>	Pre-decision scrutiny of regeneration projects and place-making grants submission.	Mark Hand	Pre-decision Scrutiny
	<b>Employment and Skills</b>	To scrutinise the progress of employment, skills and apprenticeships programmes.	Hannah Jones Cath Fallon	Policy Development
TBC September 2021	<b>Local Development Plan WORKSHOP</b>	Landscape and natural environment – including: <ul style="list-style-type: none"> <li>GW /GB</li> <li>GI</li> </ul>	Mark Hand Rachel Lewis Craig O'Connor	Scrutiny Workshop ~ Policy Development
TBC October 2021	<b>Local Development Plan WORKSHOP</b>	Affordable housing 2 – with viability evidence	Mark Hand Rachel Lewis Craig O'Connor	Scrutiny Workshop ~ Policy Development
31 <sup>st</sup> October 2021	<b>Strategic Procurement</b>			
TBC November 2021	<b>Local Development Plan WORKSHOP</b>	Once Candidate Sites have been assessed: Site allocations (residential, employment, tourism, renewable energy)	Mark Hand Rachel Lewis Craig O'Connor	Scrutiny Workshop ~ Policy Development
9 <sup>th</sup> December 2021				
TBC 2022	<b>Local Development Plan WORKSHOP</b>	Deposit Plan Member workshop	Mark Hand Rachel Lewis Craig O'Connor	Scrutiny Workshop ~ Policy Development
3 <sup>rd</sup> February 2022				
17 <sup>th</sup> March 2022				

## Monmouthshire's Scrutiny Forward Work Programme 2021

28 <sup>th</sup> April 2022				
May 2022 TBC				

### Future Meeting Items: Agreed Scrutiny Focus

- Affordable housing, transport and the LDP
- Tourism and enterprise
- Business and Enterprise Strategy

### Items to diarise:

- Supplementary Planning Guidance on S106 Agreements
- Car Parking Review
- MonLife
- 

Social justice ~ strong

Infrastructure ~ high streets, town centres, ev... wide ranging ~ Strong

Decarbonisation and climate change ~ Strong

Home to school transport ~ possibly CYP

POST EU funding ~ shared prosperity funding....

LDP and critical issues around phosphates....

Town plans/strategic plans

Reopening town centres

Housing agenda/affordable housing

## ***Monmouthshire's Scrutiny Forward Work Programme 2021***

### **Food development**

Members top ones: Inward investment strategy.... How we build on regional assets.... And facilities, so we have the right ones.... And what type of businesses we would want to attract. LDP allocations. Also procurement.

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## Monmouthshire Select Committee Minutes

Meeting of Economy and Development Select Committee held at County Hall, Usk - Remote Attendance on Monday, 26th July, 2021 at 2.00 pm

### Councillors Present

County Councillor P. Jordan (Chairman)  
County Councillor R. Roden (Vice Chairman)

County Councillors: G. Howard, B. Strong, A. Easson, R. Edwards, L. Brown, P. Clarke, C. Edwards, P. Murphy, M. Powell, J. Pratt and J. Treharne

### Officers in Attendance

Hazel Ilett, Scrutiny Manager  
Robert McGowan, Policy and Scrutiny Officer  
Mark Hand, Head of Place-making, Housing, Highways and Flood  
Daniel Fordham, Project Manager  
Jane Lee, project Manager, Regeneration and Placemaking  
Paul Keeble, Group Engineer (Highways and Flood Management)  
Matthew Lewis (Countryside), Interim Performance, Evaluation and Programme Development Lead for MonLife  
Carl Touhig, Head of Neighbourhood Services

**APOLOGIES:** Councillors D. Evans and M. Feakins

#### 1. Declarations of Interest

The committee agreed to record any declarations of interest as and when appropriate in discussing the reports.

#### 2. Town Centre Regeneration: To review the re-opening towns adjustments made in response to the covid-19 pandemic and to consider future regeneration and placed based approaches

The Senior Officer introduced the topic by explaining that following the covid 19 pandemic, there is a need to consider future regeneration of town centres and placed based approaches, whilst maintaining some of the adjustments made in response to the covid-19 pandemic. He explained that we have the opportunity to conduct a review after approximately a year of having instigated changes in town centres to consider what has worked well and how best to support businesses. There may be grant funding streams to be explored and discussions needing to be held with businesses on new projects. The officer led members through a presentation/series of slides in which he explained some of the adventurous steps taken to support social distancing in each of the towns. The report also provided a detailed account of the engagement that took place with businesses and the council's response to changes announced by Welsh Government with very short notice. The various initiatives to restrict traffic, widen footpaths, install planting and barriers to support social distancing and banners to encourage the 'shop local' campaign were discussed in detail. The officer confirmed that whilst there are things we could do differently if we had to do this again, overall, the measures implemented were very successful. The chair thanked the officer for the

comprehensive explanation of the measures taken in the different towns and invited members to ask questions.

### **Member Challenge:**

- In the report, you have referred to projects that may be subject to grants, who decided which would go ahead and how are the finances of those scrutinised?

*This would be a decision delegated to the Chief Officer, but we would engage with scrutiny members on the progress annually. One of the key factors for us to consider is the deliverability of the projects within specific timescales.*

- I can recall the closure of Cross Street in Abergavenny many years ago, which left the area quite deserted so my concern is relating to how we can encourage people when the weather isn't favourable.

*Electric heating and canopies for the outdoor seating is something we would need to consider and the maintenance of this. Feedback has suggested people would use these outdoor spaces if they are dry and warm. Also, there's the ongoing maintenance of the planters and the town council has been very helpful in terms of maintaining these and watering.*

- Are the shelters on Cross Street permanent or temporary and please can you ensure ward members are involved in discussions in addition to town and community councils so that we are briefed when asked.

*Yes, we can improve our engagement with members on this and will do so from hereon. The shelters are temporary and no decision has been made on those at the moment, but we will be engaging on it and so far feedback has been overwhelmingly positive in relation to Cross Street and also Frogmore Street.*

- You have done a fantastic job over a long period of time and I want to acknowledge that. I'm curious as to how you analyse the requirements for each town. Is there a model for this?

*No, we have had to implement different approaches due to the typography and physical nature of the places.*

- It would be helpful if we had some data on car parking usage and the number of cyclist so that we can inform our decisions. There is a general feeling that there are insufficient car parking spaces until we have viable alternatives in place.

*Yes, we could certainly look to evidence this in future. In terms of the access to car parks, it has been difficult because some of the pathways to parking are quite narrow and wouldn't support social distancing. We have projects on a reserve list that we can consider, mainly due to the timescale for completion, linking to my earlier point about deliverability.*



- In terms of the resurfacing of Maryport Street Carpark in Usk, please could you confirm when the works will take place. The Town Council would like to discuss some of the highways proposals for Usk with you, such as the yellow lines and Speedwatch.

*I can confirm our operations team will be beginning the works to resurface Maryport Street car park mid-September and the lines on Castle Street will be done at approximately the same time. In terms of speeding and Speedwatch, we are monitoring this at the moment to inform our plans going forward. Speedwatch is delivered by Go Safe and I know that Lorry Watch has had many volunteers.*

- In relation to Chepstow, the report refers to the need for a zebra crossing at the bottom of the town and I wanted to ask about the timescales for this.

*We are in discussions with the traffic engineers this week but I would think it would be October before we could look at changing the arrangement at the bottom of the town.*

- I was quite happy with the one-way system in Usk, but as the traffic crosses the bridge, motorists are speeding as they pass through Llanbadoc and it is dangerous for residents. The community council are asking for speeding indicator signs there and I want to check this is on your radar.

*Yes it is, we have had difficulty in obtaining these during the pandemic due to supply issues, but to reassure you, we are progressing this.*

The Chair asked the officer to make any closing comments. The Senior Officer advised that it has been difficult to collate the positive feedback received, whereas negative is played out on social media, however there did appear to be overwhelming support for the changes that have been made. There has been a significant amount of work to be undertaken, with major impacts on residents and we are grateful for everyone's input and look forward to exciting opportunities going forward.

### **Chair's Conclusion:**

We note your phrase about 'slow and traditional approaches' needing to be expedited during this time. I want to thank officers for all their hard work during unprecedented times. We recognised that a major positive factor has been the engagement with town and community councils and we therefore hope to continue this journey, effectively engaging with them to revitalise the towns.

Thank you for your input this morning.

### **3. To confirm the date and time of the next meeting as 16th September 2021**

The meeting ended at 3.05 pm.

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