

MONNOW STREET IMPROVEMENT



monmouthshire
sir fynwy



Roberts Limbrick



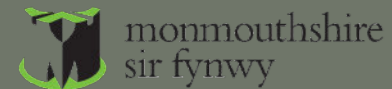
Monnow Street Improvements

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On behalf of:



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**chris
jones**

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1. Introduction

In conjunction with Monmouthshire County Council Roberts Limbrick Architects have been working on proposals to re-imagine how Monnow Street can work to create an vibrant street scape, to solve the loading and disabled parking issues within the street and furthermore to create an attractive and robust street. This needs to work for the shops and local businesses while putting a focus on the pedestrians and primary users of the street.

It is hoped this transformation will create a green and vibrant street where people are encouraged to dwell and to create a positive place for pedestrians to be in and to use while shopping, whilst still accommodating short term on street parking for 'popping in shopping' and for those that need it. The street, in its current form, is not an inviting place for town centre users and it is hoped this redesign will catapult the primary user - the pedestrian - to the top of the movement hierarchy giving them confidence to use the street and to dwell here. Pedestrians, as the main users, will have the ability to cross the street in a safe and controlled way. They will have use of benches alongside a suite of public realm improvements with a robust lighting strategy and access to bins creating a pleasant place for users and limited parking will encourage more pedestrians to the street.

These public realm improvements will be accompanied by a robust sustainable urban drainage scheme (SUDS) which will boost biodiversity in the street and also mitigate against any flooding events and help treat rainfall at the source. This will be along the stretch of the street in strategic rain gardens and swales which will not only attenuate and water at the source, but also act as a habitat for water loving, absorbing plants which will add character and interest to the street.

The changes to Monnow Street are outlined with the intention of promoting these objectives:

- ✓ Stronger linkage for residents creating a quieter and calmer street which is not the focus of through traffic.

- ✓ Active travel, promoting walking and cycling along the route by minimising the importance and dominance of cars .
- ✓ Improved 'walkability' and 'cyclability' of the street through the inclusion of appropriately, and wider sized footpaths and a narrower, less car dominated highway. **The road (highway) will be designed to highway authority standards and will accommodate a number of users allowing cars, HGV's and cyclists to pass in a safe and controlled manner*
- ✓ Improved accessibility for all ages and levels of physical ability alike with a particular emphasis on visually impaired users through the inclusion of a significant tactile strip which will be uninterrupted along both sides of the entire road.
- ✓ A wider footway which will allow some businesses to 'spill out' onto the street, which will create a vibrant and active place to be (appropriate licences will need to be sought). This will allow more room for pedestrians on the street itself. This will in turn aid safety in the street.
- ✓ Allowance for cycle parking which will encourage this as a mode of transport within the town centre. These will be located strategically along the street allowing convenient parking for users.
- ✓ Optimal traffic flow for users, with allowances made in strategic locations for loading bays which will serve the businesses at the top, middle and bottom of Monnow Street.
- ✓ Green-blue infrastructure for sustainable urban drainage purposes, pollution filtering, public realm greening and general well-being.
- ✓ Improved/rationalised signage, more efficient street lighting, designing out unnecessary yellow lines/bollards/railings.



2. Previous WelTAG options

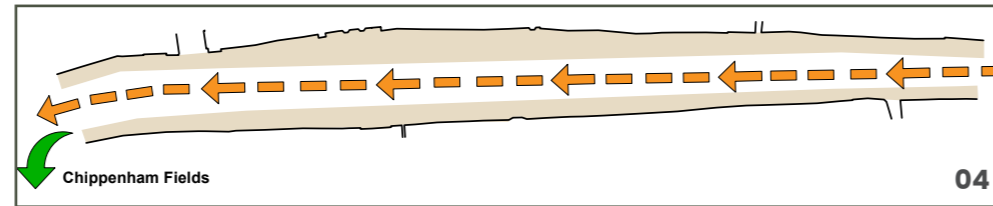
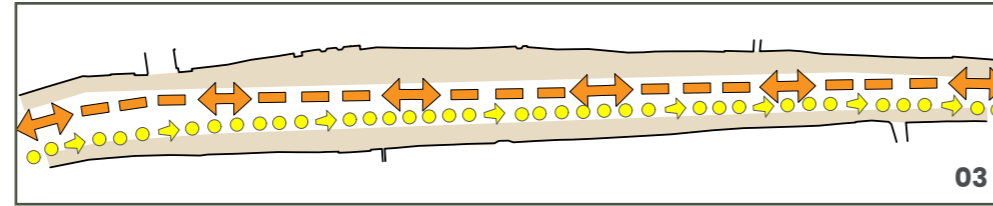
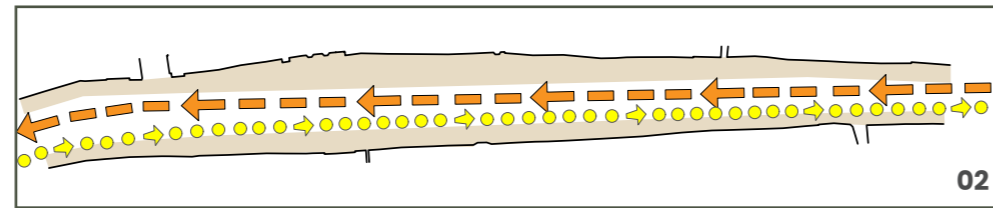
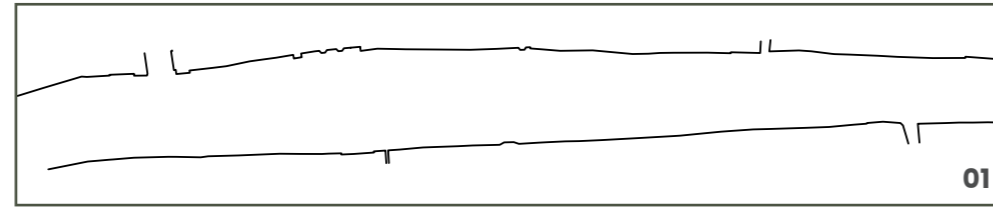
A WelTAG report has been conducted in order to achieve a shortlist of options moving on to detailed design. This scheme connects Monnow St, Monnow Bridge, ending before the roundabout on Drybridge Street.

Monnow Street remains a critical route for Active Travel (AT) not only to access services in the town but as route through to other services e.g. Monmouth Comprehensive School and Osbaston Primary School. The WelTAG 1 clearly demonstrated the need for intervention. It is a clear AT route for walking to services in the town, to the secondary school and leisure centre. Current Covid temporary arrangements and also the Active Travel consultation has polarised opinions for cycling and therefore more work is needed.

Consultation demonstrated the need for a deeper understanding of traffic movements, cycling and walking movements and to also re-visit the long list of Active travel potential routes before any final schemes can be agreed. There is a need for the Covid temporary measures to be fully assessed before a final AT design can be agreed.

As a result of the WelTAG process, the following options were identified:

01. Do Minimum. This approach would involve a carriageway and a footway along each edge of Monnow Street.
02. One Way Traffic. This would involve traffic being allowed to travel one-way in a southwest bound direction only. A segregated cycleway would also be included to accommodate cyclists travelling in a northeast direction. Footways would be widened and the carriageway would be rationalised.
03. Two Way Traffic. This would maintain two way traffic in both directions along the street. A segregated cycleway would also be included in a northeast bound direction. Footways would be widened.
04. One way system with Chippenham Fields active travel link. This active

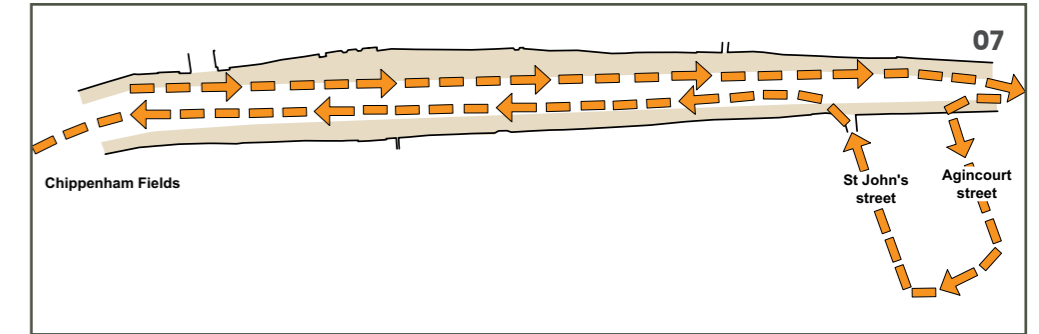
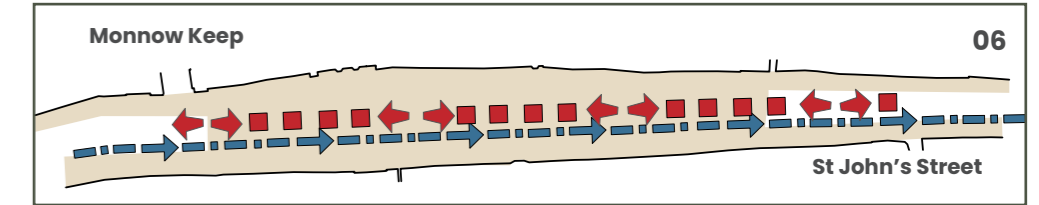
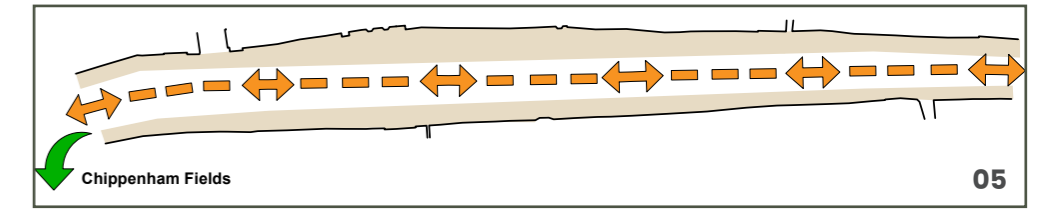
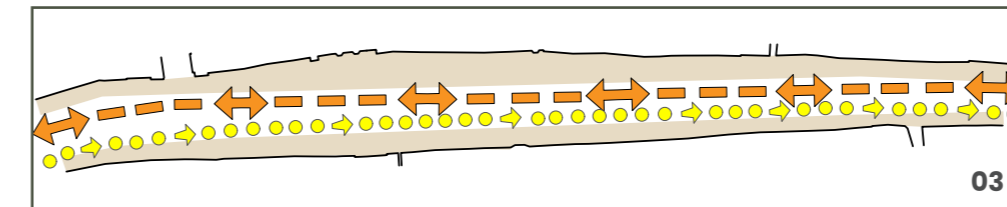


travel link would connect the southern end of Monnow Street with Chippenham Fields, east of Monnow Street. Traffic would be permitted in a southwest direction.

05. Two way system with Chippenham Fields active travel link. This active travel link would connect the southern end of Monnow Street with Chippenham Fields, east of Monnow Street. Traffic would be permitted in a southwest direction as well as a northeast direction.
06. Pedestrianise Monnow Street from St John's Street to Monnow Keep exit allowing limited northbound only access to deliveries, busses and taxis before 10:00 and after 16:00. Monnow Street here would be pedestrianised from St John's Street to Monnow Keep.
07. Two way system with one way loop at pinch point using Agincourt Street and St John's St. This scenario releases pressure on the pinch point / bottleneck in the northern reaches of Monnow street where the street and carriageway narrow. This plan utilises Agincourt Street and St John's Street as a one way route for traffic. Northeast bound traffic will use Monnow Street up to Agincourt Square whereas southwest bound traffic will flow down through Agincourt Street and St John's Street before rejoining Monnow Street and flowing southwest here.

Preferred Option

Through the WELTAG consultation process, it was agreed to take forward **Option 3**, two way traffic with the option of including a cycle way, subject to space and the next level of design.



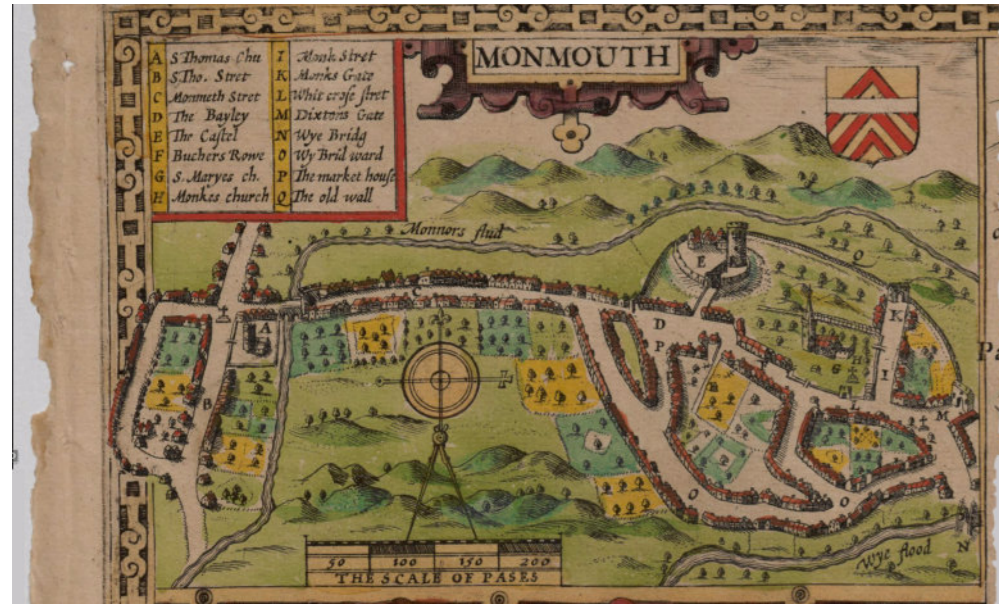
Building Exterior Line	[]
Footpath	[]
One-Way Cycle Route	[]
Pedestrianised street	[]
One-Way Access for deliveries, buses and taxis before 10:00 and after 16:00	[]
One-Way Traffic	[]
Two-Way Traffic	[]
Link to Chippenham Fields	[]

3. Context Setting

Monnow Street is the main high street serving Monmouth town and is around 500m long stretching from Monnow Bridge in the south west to Agincourt Square in the north east.

The road is thought to have been established pre Roman times and has evolved through the years as a typical market street which will have served the town in a number of uses. Historically the street was gated at either end and the central area used for trading livestock and for market stalls. It is this use which required space and as such developed the street as a wide thoroughfare which we know today.

Notable buildings include Cornwall House, The Vine Tree and the Robin Hood Inn which sits at the entrance to our study area towards the southern end of Monnow Street.



John Speed's town map of 1610, showing "Monmouth Street" (marked C)



Design Document | March 2023

4. Consultation

Over the course of the design development, a series of stakeholder and public consultation events were held. These are fully detailed, under separate cover, in the 'Report of Consultation' document. The following is a summary of the consultation process undertaken:

- 3 hands on Stakeholder workshops
- 2 door to door direct business consultations
- An open and manned public consultation with the town centre over 2 days, and a static display for two weeks in the Community Hub in Whitecross Street
- A survey consultation both on and off line.

Following each Stakeholder and door to door business consultation, the design proposals were evolved to consider comments received, in the context of the WELTAG preferred option and the projects vision and ambition.

A similar review was undertaken following the public consultation and survey before arriving at a final design concept for Monnow Street.



Monnow Street Public Realm Improvements



Stakeholder Workshop 1

- To introduce the design process
- To agree the design principles related to the recommended two way street scheme
- To understand from local groups some of the challenges and opportunities within the street that the design should respond to
- To consider how Monnow Street relates to other town centre streets, car parks, pedestrian linkages, etc

Stakeholder Workshop 2

- To share the emerging street design sketch proposal
- To explain the layered approach to creating a place based street for people, crossing, loading, planting and parking
- To receive feedback and areas for improvement and also agreement

Stakeholder Workshop 3

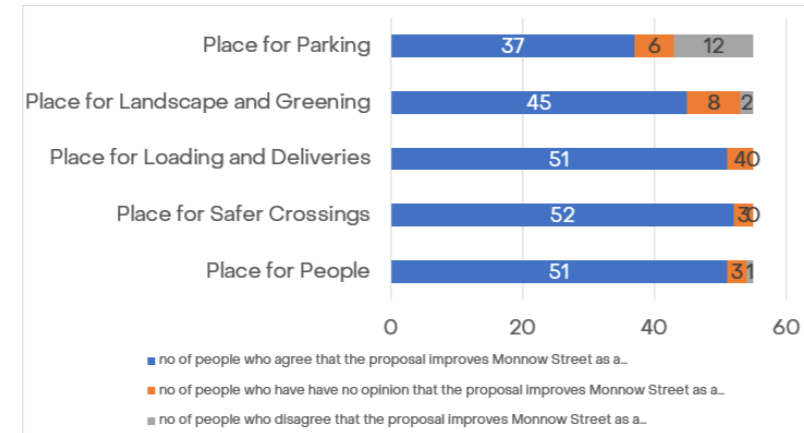
- To show how the design has responded to feedback from the second workshop and from the individual business discussions
- To explain the next steps in the process

5. Summary of door to door business consultation

In addition to the stakeholder process, which the Chamber of Commerce was represented at, the County Council and consultancy team also prioritised the need to speak to businesses in Monnow Street, as well as to raise awareness of the design proposal with businesses in the upper end of the town centre close to Agincourt Square and Church Street. This engagement was broken down into two phases:

- Phase 1 – to understand specific businesses such as loading/unloading, their type of customer (popping in or longer stay), outdoor licensing needs and other requirements.
- Phase 2 – to share with businesses the draft design proposal to gain feedback and make changes where required.

The full results and feedback from the direct business consultations are set out in the Report of Consultation. Below is a chart showing feedback relating to specific topics and some recurring feedback themes. These were considered during the evolution of design proposals.



Like the extra loading bays but they need to be enforced	Need to ensure linkages to main carparks	Need to manage balance of loading and parking	It would be good if the street can be adapted for events
The improvements need to get visitors up into Agincourt Square and Church Street	Busses need to be able to turn out of Monnow Keep onto the street	Like the additional opportunities to cross the street	Short stay parking needs to be policed as it is open to abuse
The planting needs to be maintained	Cycle stands are as important as other facilities	If we are reducing the carriageway width, two large vehicles need be able to pass at the same time	Ensure space is flexible and can adapt in the future
Great to see extra areas for seating	Love the extra opportunities to cross the street	Loading bays will need management	

6. Public consultation

Following stakeholder and direct business consultation, a wider public consultation was held which included a manned exhibition and an on and off line survey. The full results and feedback are set out in the Report of Consultation. Below is a general summary of the feedback.

Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (29%), meet family and friends for a coffee (22%), shopping for non-food items (19%), undertake a mainly weekly food shop (18%), enjoy a meal out (17%) or take part in a leisure or entertainment activity (12%);

When rating the design proposal:

- 51% either totally agree or agree that it provides a better places to spend time in compared to 36% who disagree or totally disagree;
- 62% either totally agree or agree that provides more opportunities to cross the street and explore the town centre compared to 25% who disagree or totally disagree;
- 46% either totally agree or agree that it provides improved facilities for businesses to load and unload compared to 32% who disagree or totally disagree;
- 53% either totally agree or agree that it improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change compared to 35% who disagree or totally disagree;
- 42% either totally agree or agree that it provides a balanced approach to disabled parking, short term stay parking, cycle parking and dropping off compared to 43% who disagree or totally disagree;
- 39% either totally agree or agree that it supports Monmouth as a market town destination compared to 47% who disagree or totally disagree;

When rating the proposal if it was to be completed:

- 29% either totally agree or agree that they would visit Monmouth town centre more compared to 45% who disagree or totally disagree;
- 34% either totally agree or agree that they would spend longer in the town centre compared to 47% who disagree or totally disagree;
- 38% either totally agree or agree that they sit out in the public space more compared to 45% who disagree or totally disagree;
- 25% either totally agree or agree that they would explore the other parts of the town more compared to 49% who disagree or totally disagree;
- 32% either totally agree or agree that they would feel more confident about visiting Monmouth town centre compared to 47% who disagree or totally disagree;
- When rating the proposal from a specific perspective:
 - pedestrians rated 3.3/5
 - cyclists 3/5,
 - someone with a disability or impairment 2.8/5
 - someone who needs to drive through the street 2.3/5;

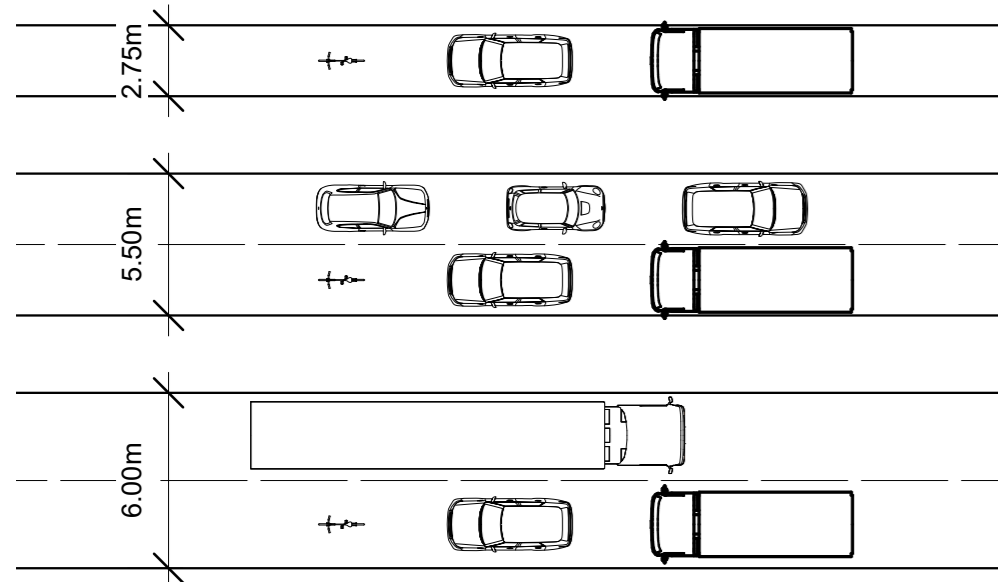
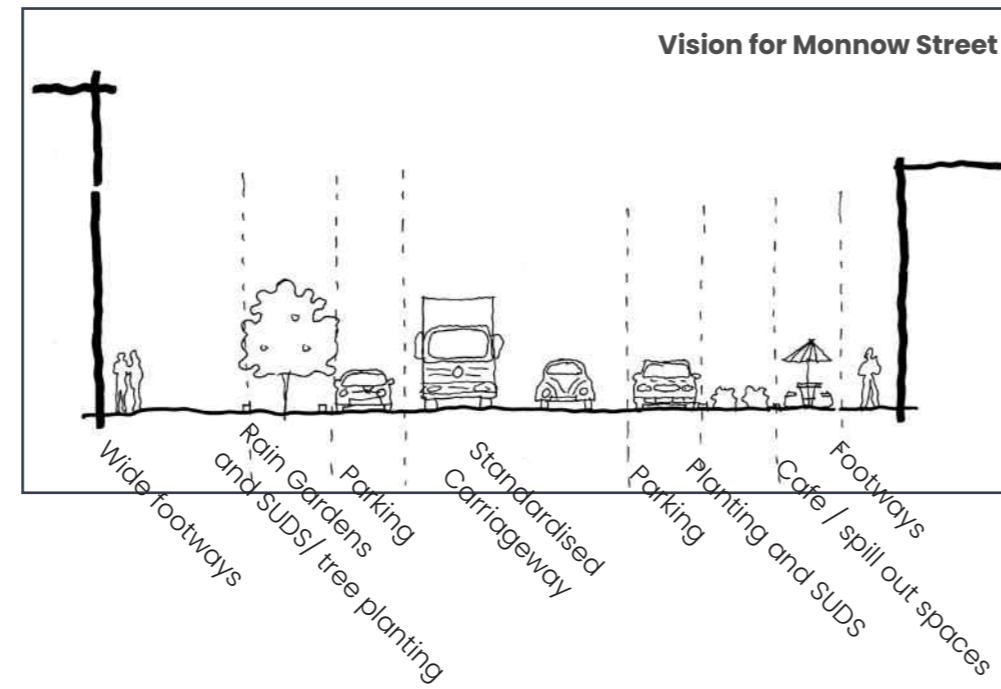
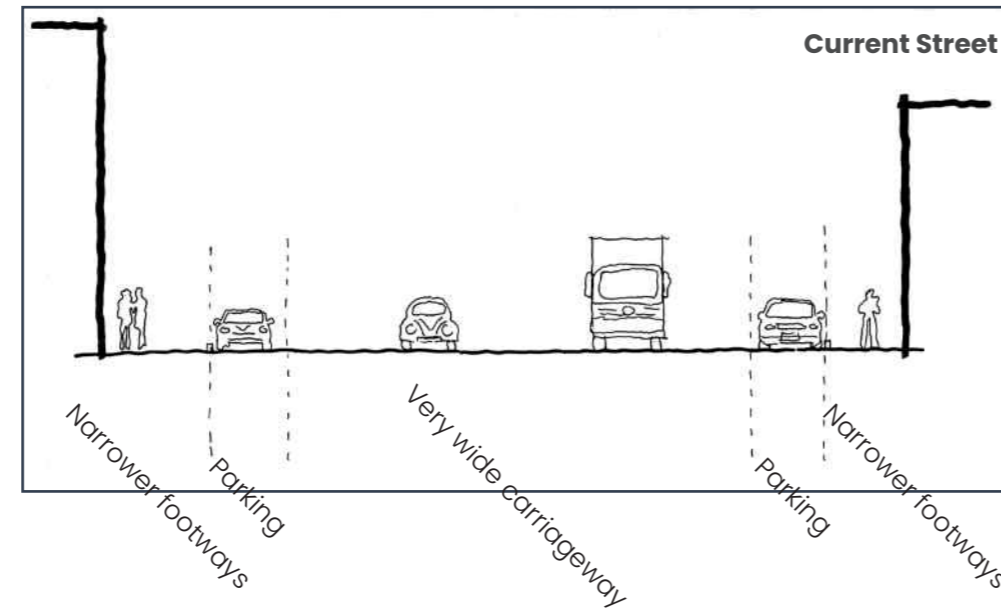
In reviewing the project aim of "To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town., respondents scored this on average as 2.88/5.



7. Concept vision

Based on the WeITAG information, and our indepth analysis of the street, we have created a concept plan for Monnow Street as a two way carriageway that has ample footways either side, room for loading, parking, cafes and cycles to all work cohesively together.

The Manual for Streets and Highway authority guidance details how wide the carriageway can be for the improvement of existing streets and outlines how the functions of the street, and the type, density and character of the development factor into the necessary width. We have factored the volume of vehicular traffic and pedestrian activity; the traffic composition; the demarcation, between the carriageway and footway; parking and design speed and determined this street will follow Welsh standard guidance and will have a design speed of 20mph.



8. Concept layers

When considering the design of a place like Monnow Street, many uses need to be factored into the scheme as a whole to create a unified and cohesive space that is fit for varied uses and users alike.



To begin with, we have considered the carriageway along the central spine of the street. This has been designed to highway standards and in accordance with the Manual for Streets. The width of the street will comfortably allow two Heavy Goods Vehicles (HGVs) to pass each other within the carriageway itself.

With this being said, a street width of 6.5m has been deemed appropriate for the length of the street. As there will be several informal traffic calming measures within Monnow Street, we will not be introducing any horizontal or vertical traffic calming measures along the stretch.

The carriageway has been allocated space within the street and the remainder has been marked for pedestrian use here. In this example, the footway varies between 2m and 6m wide. Guidance on this stipulates the footway minimum throughout is no less than 2m.

As we consider the other uses and users that impact the street, we can add layers on top of this to create a fully-fledged concept. Crossing points have been added onto this layer in strategic places to allow these pedestrians to easily move between the east and western

sides of Monnow Street. These points have been designed to be priority junctions for pedestrians furthermore putting them at the top of the hierarchy rather than car and vehicle users.

Pedestrian crossing points will carry the footway material across the crossing and carriageway and will be marked by tactile paving to accommodate many types of user.



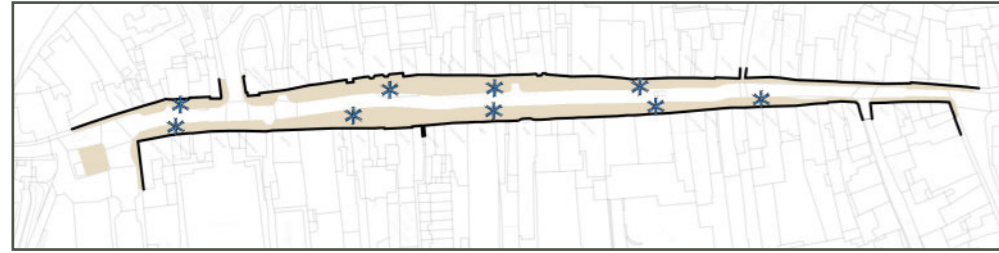
Pedestrian crossings will be marked with contrasting bands of material to emulate zebra crossings. These will automatically divert priority to the pedestrian causing vehicles to slow down and give way to pedestrian users.

Cyclists have been factored into the scheme as the next layer on top of pedestrian zones, crossing points and the carriageway itself.

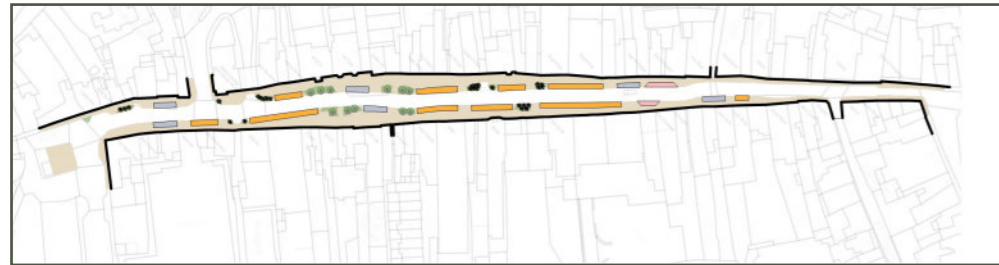
Cycle stands have been designed and positioned to serve the lower, middle and upper stretches of Monnow Street. These ought to be convenient and accessible for all aspects of the street to encourage cyclists and sustainable modes of travel within the wider region.

As the street will have a design speed of <20mph, the cyclist will be encouraged to use the carriageway itself. The cycle stands will be secure and in well lit, active areas to promote passive surveillance and security for cyclists.

8. Concept layers



The next layer on the plan will be space for car parking spaces. Parking, although an important factor for the street, is not a primary concern due to the number of external car parks within 400m of the street centre. There are 5 car parks alongside Monnow Street with a combined 436+ car parking spaces. M&S and Waitrose also have dedicated car parks for their customers.



Carparks within 200m of Monnow Street	Car Parking Spaces
Rockfield Road	103
Cinderfield St	41
Cattle Market	188
Chippenham	35
Cornwall House	46
Monnow St	41
Glendower St	134
Total	588

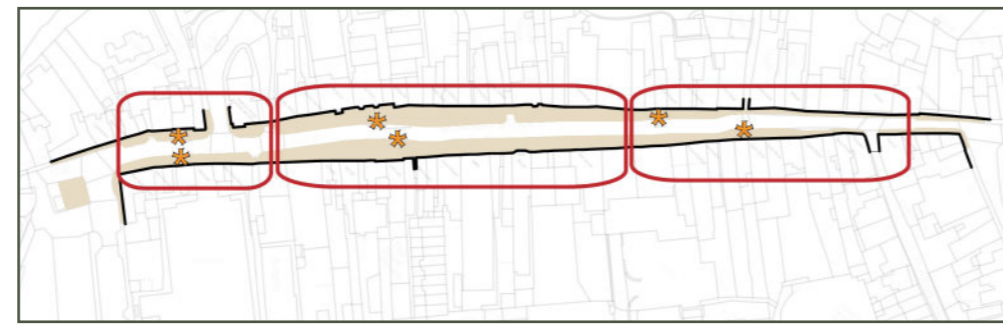


Parking has been considered within the street for the users that need to park within a few metres of their desired destination for a short period of time. We have allocated space for 32 cars to park within the street itself. This allocation will be split between disabled parking bays and general parking bays.

Loading is the next layer to be added to the concept plan for the street. Loading currently poses a real concern for Monnow Street and currently there is one allocated bay for loading which is located at the northern end of the street. This results in informal, illegal delivery/loading parking on the carriageway which causes issues for pedestrians using the space, cars wishing to pass and further backing traffic up the street.

We have allocated six places for loading along the stretch of Monnow Street, two spaces located at the southern end, two in the central zone and two in the northern reaches of the street. The loading bays have been appropriately sized for a 6.5-tonne lorry although most of the units use 6.5m vans for their deliveries. These have been strategically positioned to conveniently serve as many units and businesses as possible across the street.

We have conveniently located these loading bays alongside crossing points to facilitate easy movement of goods from loading locations to the unit.



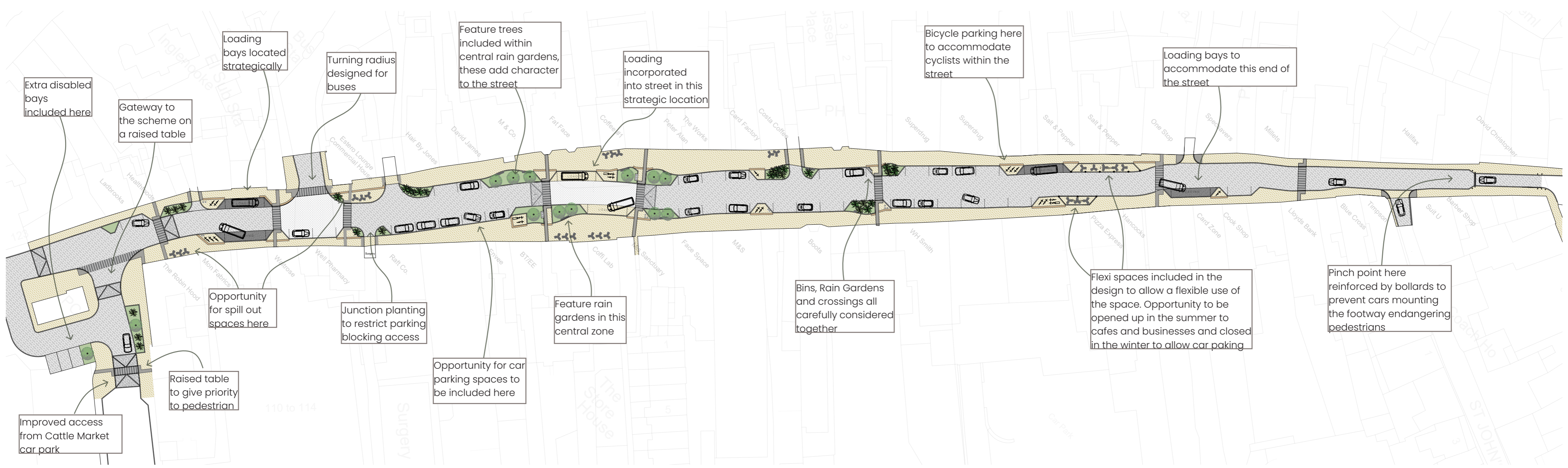
Lastly, but not least, we have allocated space for landscaping, biodiversity and sustainable urban drainage within the scheme. Rain gardens and planters will be incorporated into strategic areas to help attenuate water and reduce the impact that excess water will have on the surrounding drainage system.

SUDS and gullies will channel water to the rain gardens which will be planted with water absorbing plants and grasses. Sedges and ferns will intercept runoff which percolates into the soil reducing the load on combined sewers and local water courses and further filters pollutants. Rain gardens will be located along the street serving as a wider sustainable drainage scheme. In this case, the planters will frame the junction and also inhibit parking over the access lane here.

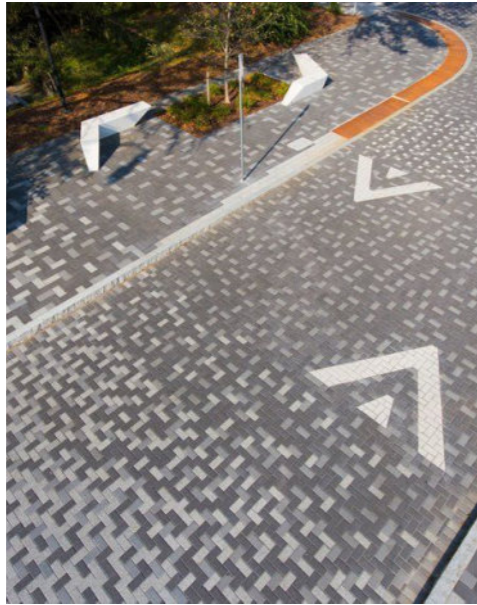
Within the central area, we will incorporate a number of feature trees and planting to create a real 'space' within the street. These trees will be an appropriate scale and type for the street but will act as a focal point. Views from Monnow Bridge to St Mary's Church.



9. Monnow Street concept plan



10. Design Elements



Raised Table

- ✓ Raised tables will feature at two key points along the street, the gateway outside Robin Hood and the central core zone
- ✓ This area will include a ramp up to a level surface which will include crossing points further slowing cars which will be entering the street
- ✓ A crossing will be added from the Robin Hood corner towards Monnow Bridge which will promote the movement of pedestrians to this area
- ✓ Raised tables will help to slow down traffic and

create a pedestrian focused environment

- ✓ These will be buffered by kerbs and corduroy paving to mark the level change
- ✓ These will be marked for cars within the street and appropriately designed for the 20mph street
- ✓ This is the southern entrance to Monnow Street and as such we have created a raised table here to act as a gateway
- ✓ Another will be positioned as a raised crossing at the corner of Cattle Market car park which is a convenient location for users of the street to park

Art

- ✓ We can easily incorporate art into the design of the street and do this in a creative, place specific way
- ✓ This can be in the footway, or through paving design, pedestrian crossings or through other innovative means
- ✓ The public can be involved in this to create a scene of ownership of the street
- ✓ Street art will add a distinctive sense of place to the area and will call on local cues to create a locally characteristic place

- ✓ Branding can be included within this to create a 'brand' for Monmouth and Monnow Street

Loading Bays

- ✓ Loading bays have been located strategically along the street to serve as many of the businesses as conveniently as possible
- ✓ These will be designed in such a way that car parking will not be permitted in these
- ✓ There will be a half kerb separating these from the main carriageway
- ✓ The loading bays will be designed with another material which will further prevent illegal parking here

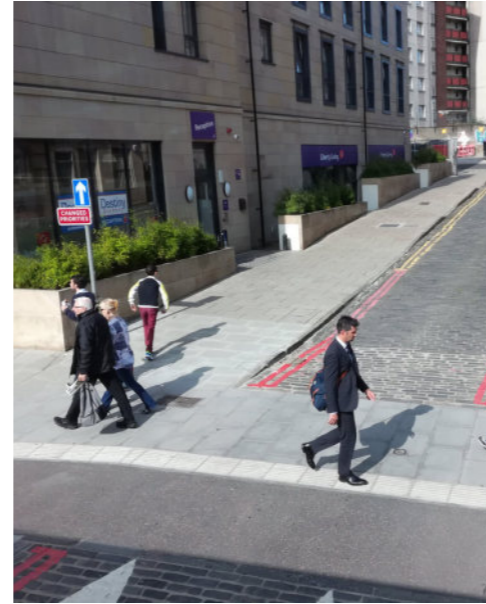
- ✓ There will be 6 loading bays located within the street which is a big improvement from the current situation where there is only one legal space for loading on the entire street

Key Junction Planting

- ✓ Planting will be included at key junctions to act as a gateway framing the crossing
- ✓ This will serve to support the SUDS within the scheme
- ✓ This will also prevent illegal parking and blocking junctions as cars will have no space to park here
- ✓ This not only adds to the drainage aspect of our scheme and creates an attractive place to be
- ✓ The footway material will continue over the junction

marked by blister paving to push home the priority of the pedestrian

10. Design Elements



Spill Out Space

- ✓ Spaces designed into the scheme to accommodate a range of uses
- ✓ Here, cafes and businesses can open up onto the street through seating, cafe spaces and stalls or outdoors displays
- ✓ This will help animate the street and encourage people to dwell here which increases time spent within the town
- ✓ Studies have shown that opportunity to dwell, places to sit and places like this that animate the street improves customer spend

- ✓ Users are more likely to travel to Monnow Street and use the spill out areas
- ✓ Businesses will have the opportunity to apply for licences to use these spaces which will increase their floor area allowing more trade
- ✓ Opportunity for flower stalls or outdoors displays

Crossing Points

- ✓ Crossing points located frequently and conveniently along the street
- ✓ Framed by planting in some instances to mark the junction
- ✓ Design to be determined at a detailed stage although there are examples of crossings which incorporate artwork and imaginative designs
- ✓ Crossing points will span the entire road and will not need a central island in the middle for pedestrians

- ✓ These junctions will not be lit but rather cars will give way to pedestrians and allow them to have priority

Bins / Recycling

- ✓ Bins to be located in convenient locations
- ✓ Will be out of the way of the footway and not a trip hazard
- ✓ Maintenance strategy will be set up by Monmouthshire Council MCC to ensure waste is disposed of recycling happens and bins are cleaned regularly
- ✓ Design of the bins will encourage recycling

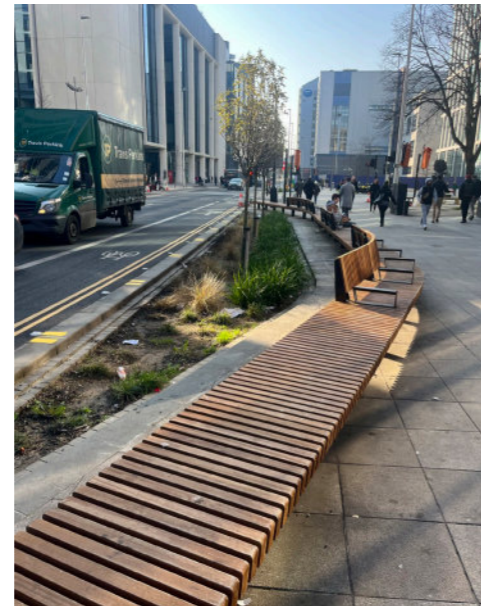
Bicycle Parking

- ✓ Designed to be more convenient than car parking as pedestrians and cyclists sit higher up the movement hierarchy
- ✓ Convenient locations which will be overlooked by pedestrians and businesses to promote passive surveillance
- ✓ Designed in accordance with standards to provide secure cycle parking
- ✓ Sheffield stands will be able to accommodate approximately 50 bikes along the street

- ✓ Stands in strategic locations will be designed to accommodate longer bicycles, those with trailers/baskets and buggies attached
- ✓ The design of these can add interest to the street and act as small scale 'artworks'
- ✓ Certain stands have been sized and spaced specifically to be accessible to all bike types including disabled and mobility bicycles. Transport for London (TfL) are leading the way on this and recommend a distance of 1200-1500mm between stands to allow for dismounting and manoeuvring



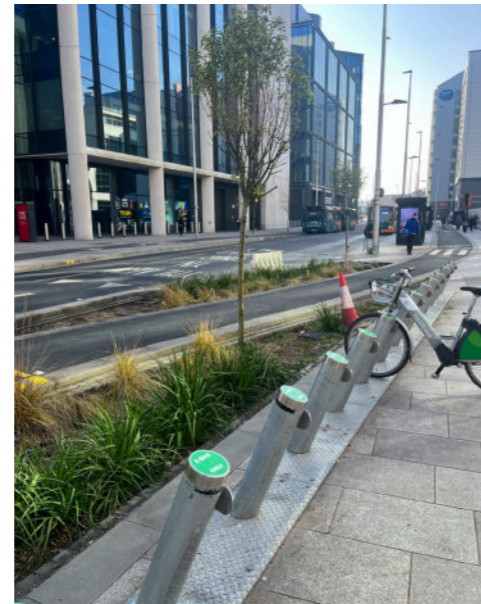
10. Design Elements



Rain Gardens

- ✓ SUDS and gullies will channel water to the rain gardens which will be planted with water absorbing plants and grasses
- ✓ Sedges and ferns will intercept runoff which percolates into the soil reducing the load on combined sewers and local water courses and further filters pollutants
- ✓ Rain gardens will be located along the street serving as a wider sustainable drainage scheme
- ✓ Planters will frame junctions and

- also inhibit parking over access lanes
- ✓ Rain gardens will 'green' the street and create an attractive place to be which will further encourage people into the street promoting dwell and spend time
- ✓ Rain gardens will have gaps in the kerb to allow water to flow in



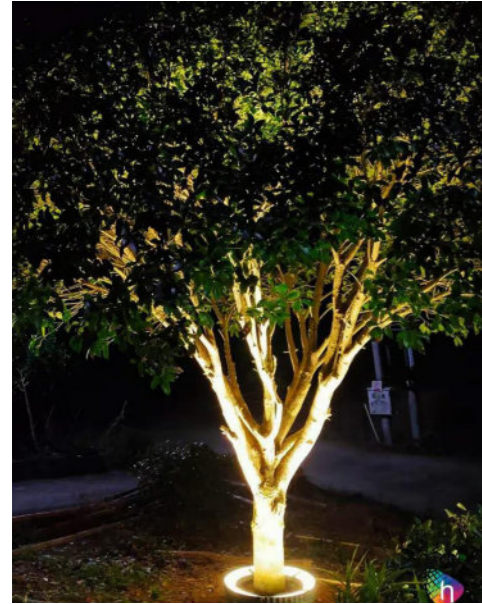
Bollards

- ✓ Bollards are to be included within the northern end of the street outside Salt & Pepper and Pizza Express
- ✓ These will be available for use by the businesses during the summer and cafe licences can be applied
- ✓ During the winter months, these bollards can be removed and the spaces will be given up to car parking

Flexi Spaces

- ✓ These spaces are flexible in use and can be changed depending on the time of year or the need of the street
- ✓ The flexi space is the same size as a car parking space but can be closed off using bollards to serve as spill out café space or a number of other 'flexible' uses
- ✓ These have the opportunity to be opened to parking during the winter months and used as spill out zones during warmer months
- ✓ Flexi Spaces will be marked in a different paving material to show this differentiation
- ✓ Opportunity to use the space for many more uses than just car parking
- ✓ Creates a vibrant and active street and place

10. Design Elements



Signage



Lighting

- ✓ Lighting can be incorporated to add dimension and interest to the street
- ✓ As well as promoting safety, lighting will also add interest and style to the scheme
- ✓ Tree ring lights for example in the central rain gardens can up-light feature trees creating an attractive focal point
- ✓ Lighting can also be included into crossings and seating to easily mark these spaces and objects



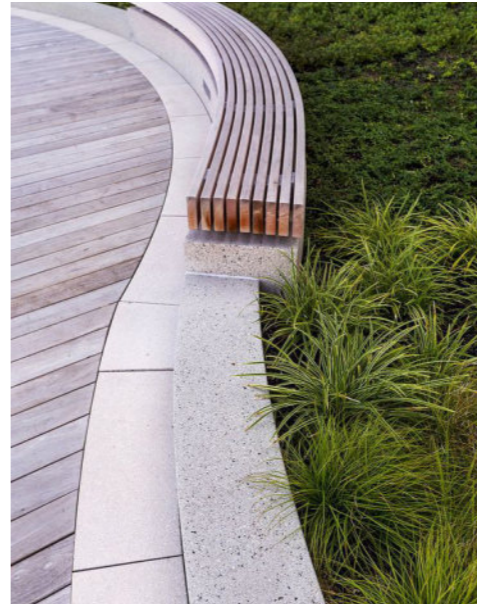
Parking bays

- ✓ Parking bays are included along the stretch of the street
- ✓ These are designed to accommodate a range of car types and will be marked out as such
- ✓ Parking will be buffered from the footway by kerbs
- ✓ Disabled bays are also included
- ✓ 32 bays in total (including 6 disabled bays)



Seating

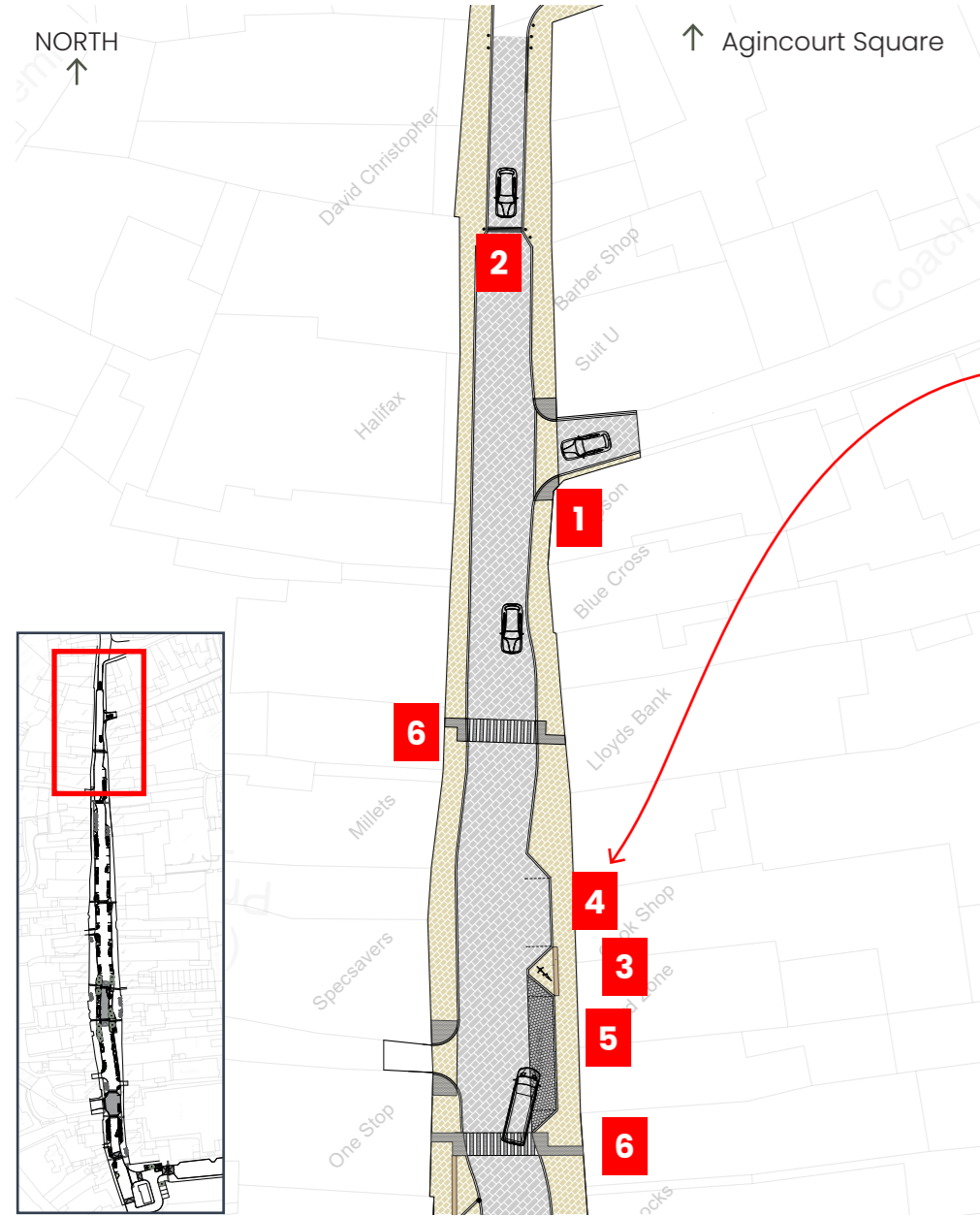
- ✓ Incorporated into the design from the beginning
- ✓ Provide enough for people to be able to sit within the street scape and increase dwell time
- ✓ Incorporated within tree planting, SUDS and build outs



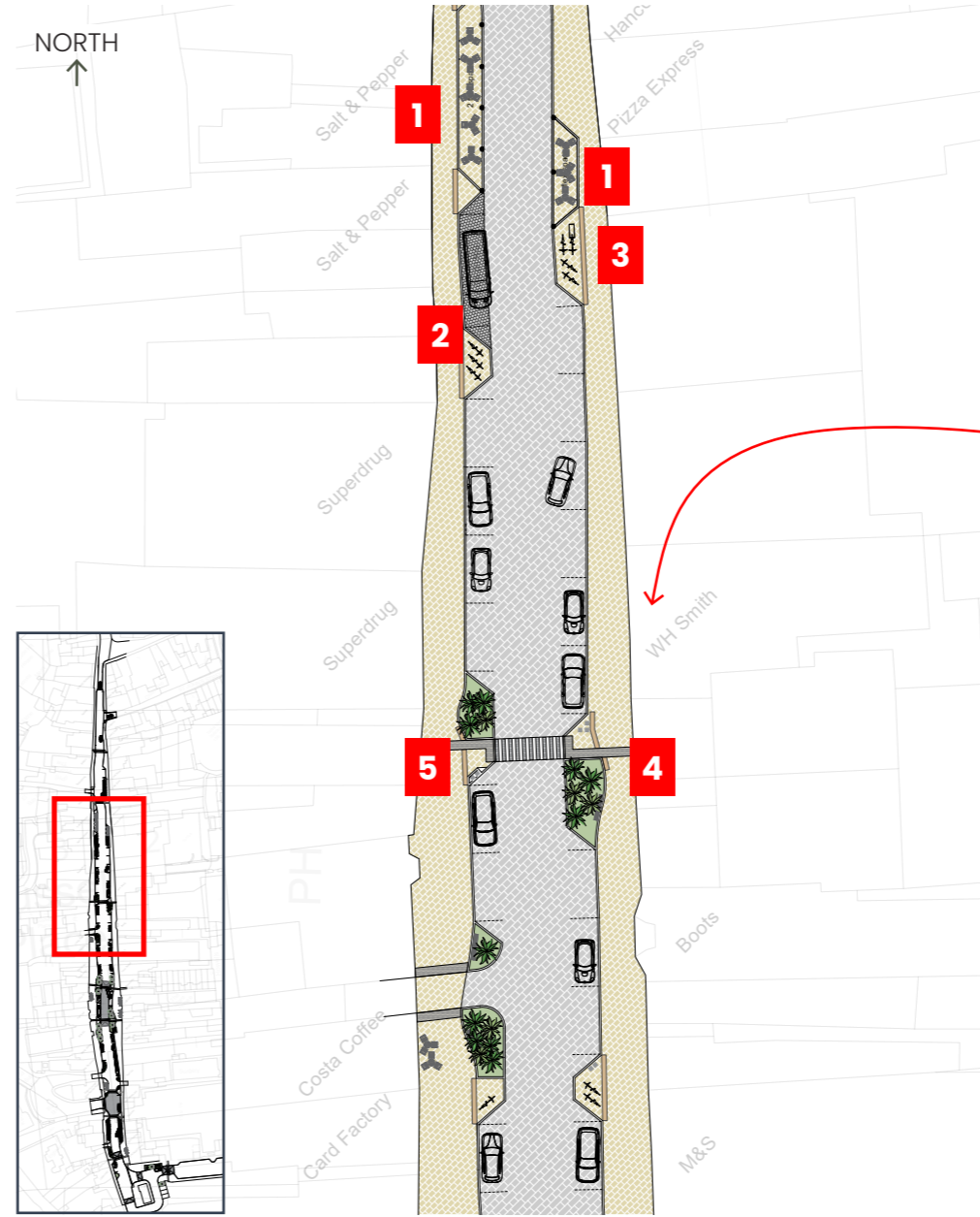
Paving



11. Proposal Elements

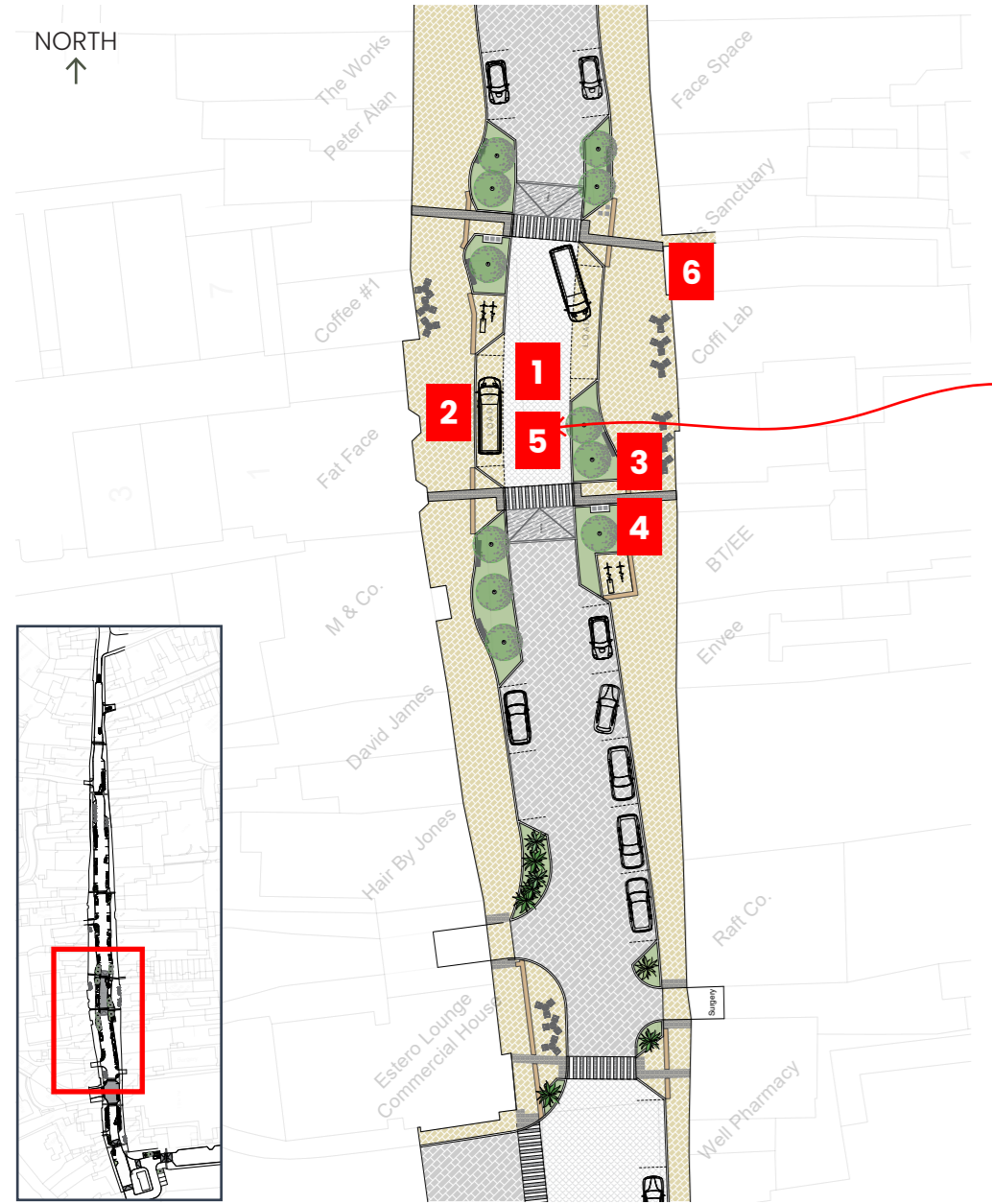


- 01. Tactile blister paving at junctions to announce road crossings / junctions
- 02. Carriageway narrows here in alignment with the street. This pinch point only allows single file traffic at one time. Two way traffic is permitted here
- 03. Footway has been standardised and cycle stands have been included to serve this section of the street
- 04. Disabled parking bay here
- 05. Loading bay located outside the post office and beside a crossing point for easy access
- 06. Crossing point located here to allow movement between east and west side of the street

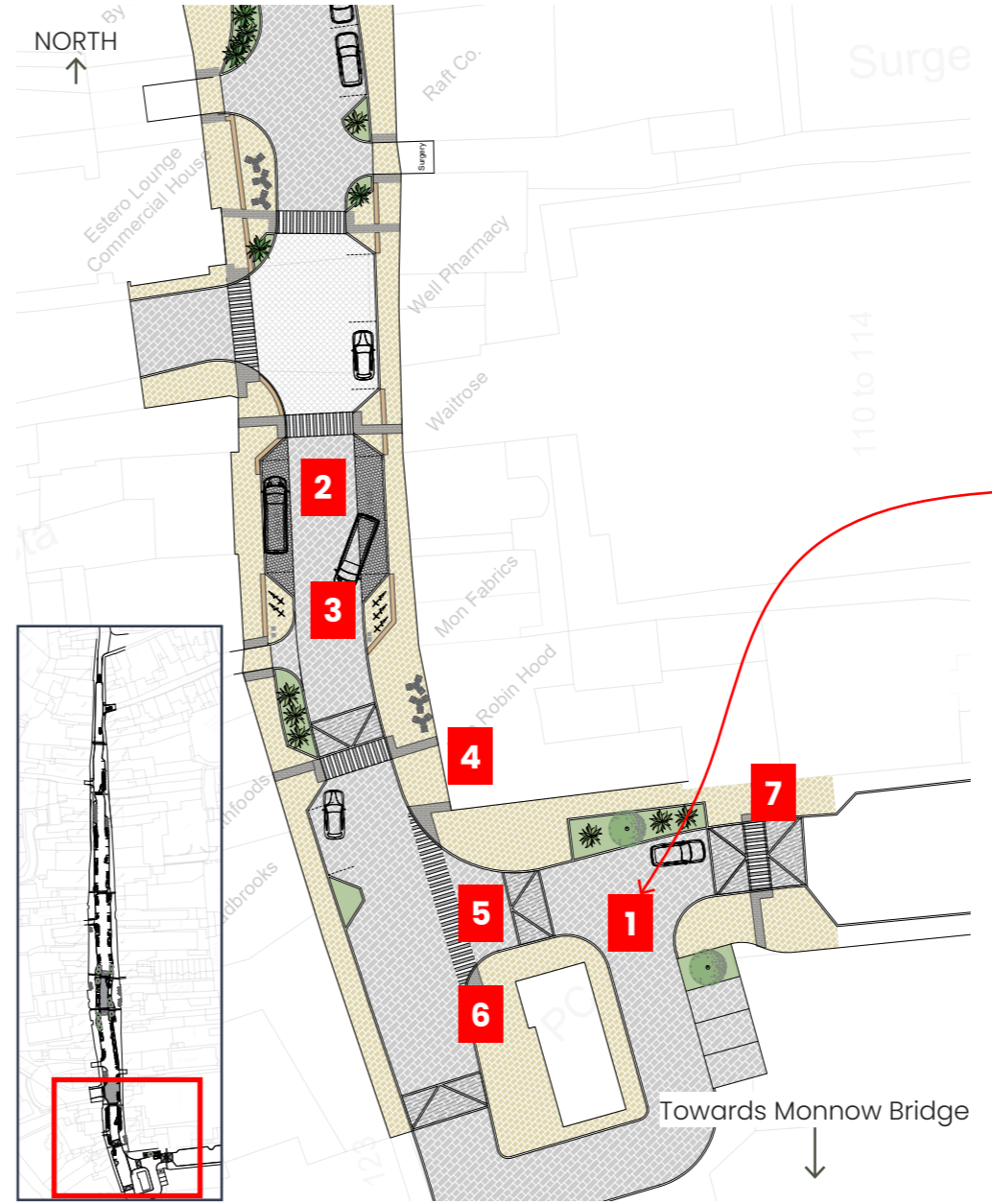


- 01. Flexi spaces have been included which can be transformed into useful spaces during the summer and then reverted to car parking during the winter months
- 02. Another loading bay has been located here, on the west side of the road
- 03. Cycle stands have been designed to accommodate a range of bicycles, scooters and mobility / accessible bicycles
- 04. Junction planting frames the crossing point here
- 05. Rain gardens and low level planting located here which will help promote sustainable drainage within the street

11. Proposal Elements



- 01. Raised table here to slow traffic and promote pedestrian movement across the street
- 02. Loading bays have been included here to serve the central shops within the street
- 03. Feature rain gardens here to promote sustainable urban drainage
- 04. Trees to feature here to add character to the street and create a central zone
- 05. Surface material to change here to mark the central zone
- 06. Spill out spaces included where the street naturally widens to serve businesses



- 01. Main access to the street from the south, this gateway creates an arrival space
- 02. Two loading bays located here
- 03. Opportunity for cycle parking incorporated beside the loading bay to serve this part of the street
- 04. Footways widened and the carriageway is rationalised
- 05. Raised table slows cars at the gateway to the street
- 06. Crossing points funnel pedestrians to Monnow Bridge pedestrianised area
- 07. Opportunity for a crossing point here to encourage movement from the car park

12. Artist Impressions



Artist Impressions:
View south from the Post Office



Artist Impressions:
View south over rain garden from Boots



Artist Impressions:
Spill out space, central zone



Artist Impressions:
North from Robin Hood corner



Artist Impressions:
North bird's eye view of street



Artist Impressions:
Raised table at Robin Hood (A)



Artist Impressions:
Raised table at Robin Hood (B)





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