



### View Monnow Street Designs

View Proposal and Survey:  
[www.monmouthshire.gov.uk/monnow-street-consultation-2023/](http://www.monmouthshire.gov.uk/monnow-street-consultation-2023/)



## Monnow Street Project – Report of Consultation

March 2023

## 1) Key Facts from the Monnow Street Design Consultation

- 10 town stakeholder groups and organisations
- 65 town centre businesses located within Monnow Street and 15 other businesses located in Agincourt Square, Agincourt Street, St John’s Street, Beaufort Arcade, Priory Street, White Swan Court and Church Street
- 25 pupils through the Leadership Academy at Monmouth Comprehensive School
- 3 co-production stakeholder workshops on the on the 7th November, 29th November 2022 and 24th January 2023
- 1 Chamber of Commerce workshop on the 25<sup>th</sup> January
- 484 people at face to face consultation on Saturday, 11th February and Wednesday, 15th February which was held in 22 Agincourt Square, Monmouth town centre;
- A static exhibition was displayed at Monmouth Community Hub in Whitecross Street from Friday, 17th of February upto Saturday, the 4th of March
- Paper copies and a post box was provided at Monmouth Leisure Centre and at the Shire Hall from Friday, 17th of February upto Saturday, the 4th of March.
- Online survey through Monmouthshire’s website with accompanying link to the proposed design.
- 546 people completed the feedback survey.

### Who We Engaged With?



## What are the Key Consultation Messages?

### Who Responded?



- 65% Monmouth town resident
- 21% live within the rural catchment
- 9% work in the town
- 3% own a business in Monnow Street
- 4% own a business in other town centre locations

- 84% of respondents use a car to travel to Monnow Street
- 61% walk
- 14% cycle and
- 8% use public transport



- 46% of respondents make daily trip to Monnow Street
- 43% visiting at least once a week, and
- 5% at least once every fortnight;

- 67% undertake a top up food shopping
- 54% meet family and friends for a coffee
- 44% shop for non-food items
- 42% undertake a mainly weekly food shop
- 39% enjoy a meal out
- 27% take part in a leisure or entertainment activity



## 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;





### Rating The Impact If 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;

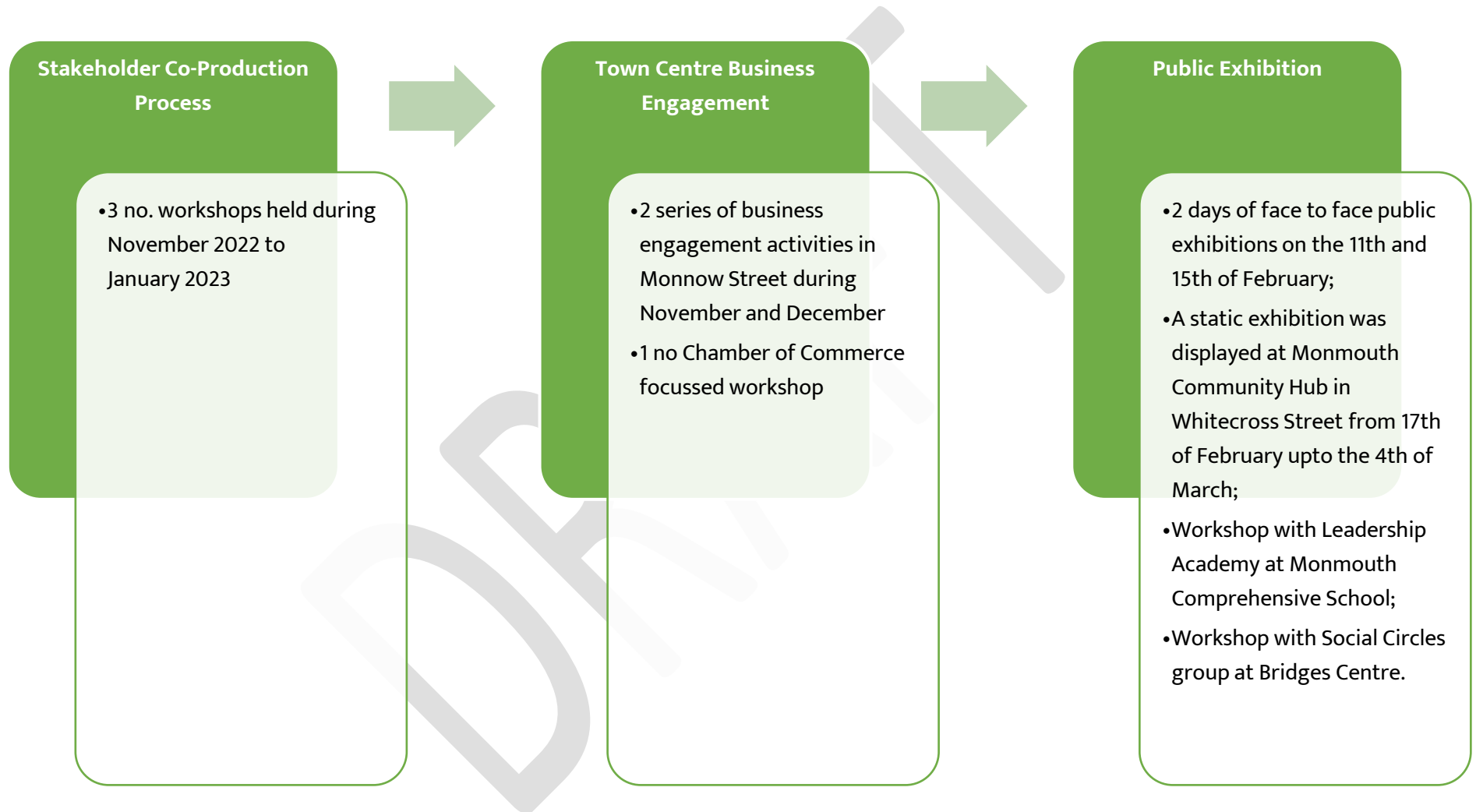
### Rating The Proposal From a Mode of Travel Perspective

When rating the proposal from a specific perspective, respondents rated the proposal as follows:

- pedestrians **3.3/5**
- cyclists **3/5**
- for someone with a disability/impairment **2.8/5**
- for someone who needs to drive through the street **2.3/5**;

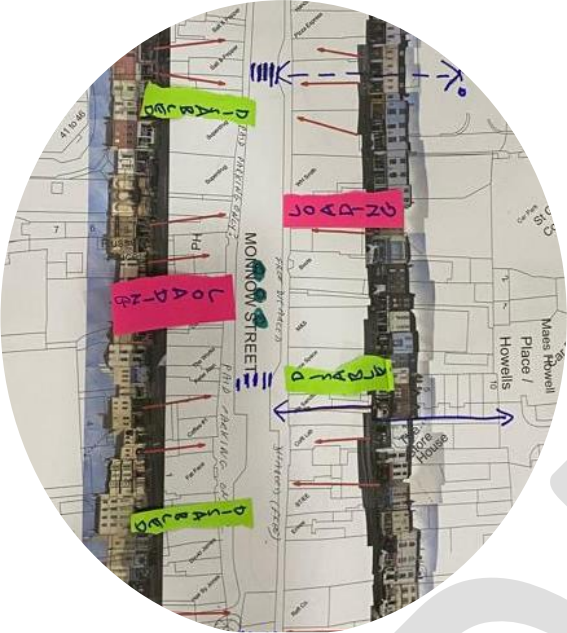
In reviewing the project aim of “To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town, respondents scored this on average **2.88/5**

## 2) The Consultation Process



### 3) The Co-Production Design Process

**Workshop 1**



7<sup>th</sup> November  
Priory Centre  
*Agreeing Design Principles*

**Workshop 2**



29<sup>th</sup> November  
The Shire Hall  
*Responding to the Initial Design*

**Workshop 3**



26<sup>th</sup> January  
The Shire Hall  
*Refining the Draft Design*

## Workshop 1

The first workshop was held in Monmouth Priory, Priory Street on Monday, 7<sup>th</sup> November between the hours of 6pm to 8pm.

The County Council invited stakeholders to the workshop through an email invitation. Types of groups and organisations included:

- County and Town Councillors
- Chamber of Commerce
- Local Businesses
- Interest groups

### Format

The main hall of the Priory building was split into breakout sessions with stakeholders shared across the four separate areas.

The Cabinet Member for Equalities & Engagement and local ward member for Monmouth Town Ward welcomed people to the workshop and set out what she wants to achieve from a collaborative and co-produced process. The workshop then provided some initial context to the project and some information on previous studies and where the project has progressed to.

1. Why We Are Here
2. The Process So Far
3. The Principles of The Monnow Street Proposal
4. Workshop Sessions
5. Collective Feedback
6. Next Steps

Some key messages that were shared with the workshop are outlined here.

### Aim of the Monnow Street Design Project

To reach consensus on a place-based design that is focused on a two-way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town.

### The Physical Scope

The physical extent of the project is from the junction of Monnow Street with Blestium Street at the southwestern edge through the “pinch point” with St John’s Street to the northeast. Whilst this is the physical design area, the County Council recognises the need to understand how Monnow Street relates to Agincourt Square, Priory Street, White Swan Court and Church Street so that a cohesive experience is achieved.

### Process to Date

The workshop was informed of:

- Previous studies and works – pre Covid such as in Agincourt Square and in the “pinch point”
- The response to the Covid pandemic – one way and temporary measures
- Coming out of Covid
- 2020-22 Active Travel studies into Monnow Street
- Consultation
  - Late 2020 on broad range of options
  - Early 2022 – two-way street with various options
- Need to move the design process forward

### Design Principles

As a starting point for this stage of the design process, the following design principles were presented:

- Ways to improve the environmental quality for people walking and accessing Monnow Street
- Ways to accommodate cycling through the Street



- Maintaining a two way street for vehicles
- Accommodating loading/unloading
- Provision for disabled parking
- Consideration of on-street short stay parking

The need to also include public transport provision within the design was identified by a stakeholder, with the need to understand how the bus stops in Monnow Keep relate to Monnow Street and whether additional stages need to be considered as well as how buses move through Monnow Street as a public place.

### The Workshop Feedback

From reviewing the four-breakout sessions, we have identified some common issues, thinking and items that need to be considered as we move onto the next stage of the design development process. We have grouped them into design related and wider project/scheme considerations.



<p><b>Wider Considerations</b></p> <ul style="list-style-type: none"> <li>▪ Arrival management</li> <li>▪ Parking supply, management and pedestrian linkages to and from Monnow Street</li> <li>▪ How the bus station relates to the street</li> <li>▪ Relationship to Agincourt Square, Priory Street, White Swan Court and Church Street – exploration, linkage, signage, events and activities</li> </ul>
<p><b>Design Considerations</b></p> <ul style="list-style-type: none"> <li>▪ A two-way street</li> <li>▪ Positioning of loading, disabled and short-term parking</li> <li>▪ Sloping pavements</li> <li>▪ Drain covers and accessibility</li> <li>▪ Uncontrolled crossings along the whole street</li> <li>▪ Pedestrians crossing at corner of Robin Hood pub</li> <li>▪ Can the street accommodate the principles of a shared space?</li> <li>▪ Kerb height and detail</li> <li>▪ Swept path detail from bus station onto Monnow Street</li> <li>▪ Spaces being agile and adaptable, future proofing</li> <li>▪ How greening, trees can complement and work for the street</li> <li>▪ How can the town’s story be told through place-based design?</li> </ul>

## Workshop 2

The second workshop was held in the Community Room at the Shire Hall, Agincourt Square on Tuesday, 29th November between the hours of 5pm and 6-30pm. The County Council invited those stakeholders that attended the first workshop, in addition to those that couldn't attend.

### Format

The Community Room was split into two separate areas with the main speakers positioned towards the front of the workshop.

The Cabinet Member for Equalities & Engagement and local ward member for Monmouth Town Ward welcomed people to the workshop and thanked people for attending the last workshop and welcomed some new faces to the Monnow Street co-production design process.

The workshop structure was as follows:

1. Why We Are Here
2. The Last 3 Weeks
3. Workshop 1 – Main Messages
4. Our Design Response
5. Breakouts - Discussion
6. Collective Feedback
7. Next Steps – 5 Mins

The County Council's Regeneration Manager provided attendees with an update as what activities had been undertaken since the first workshop.

These included:

- Received letters and emails re-enforcing views and adding more to the discussion
- The preparation and issue of workshop note 1
- County Council officers' workshop – briefing and understanding their views on design principles
- Reading what people have contributed to the design process and preparing our response



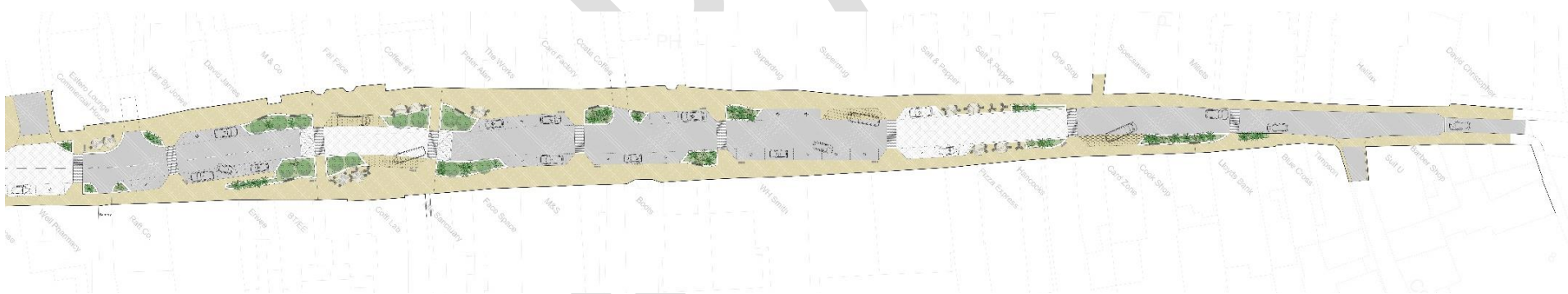
### Bringing the Layers Together

The following plan was shared which brings together all of the layers into a single design response. Some artists impressions were also shared from various locations and views within Monnow Street.

Figure 1 - The Design Concept Proposal



Figure 2 - The Design Concept Proposal



Source: Roberts Limbrick

## The Workshop Feedback (summary)

### *A Place for People*

- Like wider pavements.
- Need to consider disabled and visually impaired and other people using pavements.
- Please de-clutter pavements.
- Loss of previous and ongoing investment in outside space by Salt & Pepper.
- Provision of corduroy paving for visually impaired along the kerb and along the whole route.
- More benches and places to sit.
- Maintenance of the town cleaning of the pavements is poor and needs more manpower, with one man is not sufficient.
- Two-metre-wide pavements are not as viable when you have A boards on pavements.
- Pedestrian signage to car parks and other parts of town e.g., Church Street (2).
- It would be a shame to take the area outside Salt & Pepper away – this bit works well now.
- By widening pavements, will vehicles be able to pass within the carriageway?
- Introduce a 20mph speed limit.
- What is the width of the carriageway – can too large vehicles pass at the same time?
- The visuals for the corner of Robin Hood pub show extra “stuff” which may make it harder for drivers.
- Why have extended tables and chairs space outside those food and drink establishments when they have rear garden space already? Coffi Lab has a large outdoor space behind the main interior area. Same issue at the Robin Hood.

- There are more impediments to people with sight impairment and whilst it provides protection from cars parking it only has an aesthetic relevance.
- Greater flexibility to the space “over the years” as the High Street evolves (or declines). It would be served better by a blank canvas with moveable furniture to adapt to the changing environment.

### *A Place for Crossing*

- The crossing by the Robin Hood corner needs to be considered. Is it diagonal to the DIY store or linked straight across to toilet block?
- Like zebra crossings as courtesy crossings
- Can we change the give way priority at the bend by the toilet block, so cars have to stop and enter Monnow Street. This may help with pedestrian crossing point.
- There are too many crossings; can we monitor pedestrian activity to observe desire lines and crossing points and be more targeted?
- Provide a crossing at Salt & Pepper.

### *A Place for Loading*

- What if we have rear access, do we need a loading bay?
- Our charity shop cannot get clothes collected!
- Policing and management of loading bays.
- Loading and short stay parking outside the post office. (3)
- Can we look at a loading bay close to Boots as they have no rear access?
- We need more central loading bays that are on the edges

### *A Place for Planting*

- No trees, more parking.
- If plants are included, they need to be maintained after installation.

- Like the Sustainable Urban Drainage scheme planting – would like more instead of some parking spaces.
- I am not sure that the ground level green spaces will work – dogs mess, litter will be a problem.
- Too much greenery will take up parking (2).
- Green spaces – installation of trees and planters means additional maintenance (and cost) and isn't conclusive with hard environments which gather leaves, moss and lichen which if not maintained will become a hazard.
- With local knowledge I can tell you that we (Monmouth) will lose between 6 to 10 more businesses before this is implemented because of more important factors than landscaping.
- The viability of the High Street is not going to be affected by landscaping, the community needs vibrant healthy businesses to attract locals and visitors alike.
- Concerns of trees, specifically canopies and vehicles and roots damaging pavement.
- The installation of green planters and trees detracts from the historical nature of Monnow Street.

#### *A Place for Parking*

- Disabled parking space needed near Specsavers.
- Now less on street parking. Retailers want more, not less.
- Parking from 38 to 22?
- Could disabled parking also be a drop off zone?
- Most parking should be disabled.
- Create a central drop off zone.
- Parking only for disabled, taxis and deliveries.
- Have fewer parking spaces.
- We have lost 14 parking spaces in this proposal compared to the existing situation.
- There seems to be no parking spaces at the top end of town.

- Can you look at herringbone parking rather than longitudinal? Will you get in more spaces?
- Provide a free car park in Monmouth (like in Abergavenny) apart from Tuesdays.
- Look at parking spaces outside post office.
- Disabled spaces outside key stores e.g., Boots and the other pharmacy.
- More parking – fewer crossings.
- Any disabled bays should be a maximum of one hour.

#### *Cyclists*

- The proposal looks safe for cyclists.
- Bike parking provision.
- Bike parking should be more convenient than cars Parking for bicycles. (2)
- Implement chippy fields cycle path.

#### *General*

- Need to track buses through the scheme and their access and exit from the bus station.
- Identity a rear access from car parks into High Street.
- Please consult with children and young people.
- Develop a town wide parking strategy.
- We need to look at the feasibility of a new pedestrian access from Monnow Street car park onto Monnow Street.
- Get rid of the pinch point. Why is this pinch point staying? It is dangerous and causes traffic to stack up.
- We need to still understand the relationship of the town centre to the A40?
- Worries over construction works and disruption to business. How will this be managed, specifically ways to reduce business disruption and loss of trade?



- If you are making it nicer for shops to put stuff outside, are you going to try and bring back a fee on boards and street furniture, and the need for insurance. It was a nightmare last time it was tried to implement.
- There is an existing problem for buses exiting from Monmouth Keep onto Monnow Street. This needs to be resolved.
- Trees on the other side and tables on the other will make it harder for buses to exit bus station.
- If we are doing all of this, please can we have more car parking (preferably free) on the edges of town and signage please.
- Without improving access/out via A40 (reduce speed) and free car parking, town prosperity will not improve.
- Good businesses, and a variety are what will make people and tourists come to Monmouth (not trees).

### Workshop 3

The third workshop was held in the Town Council Chamber Room at the Shire Hall, Agincourt Square on Tuesday, 26<sup>th</sup> January between the hours of 6pm and 8pm. The County Council invited those stakeholders that attended the second workshop, which included any businesses that couldn't attend the Chamber of Commerce workshop on the evening of the 27<sup>th</sup> of January.

- County and Town Councillors
- Chamber of Commerce
- Local Businesses
- Interest groups

### Format

This third and final workshop in the design process did not involve any breakout sessions with the main purpose to share the proposed design that would go forward to wider community consultation.

The Cabinet Member for a Sustainable Economy welcomed people to the workshop and thanked people for attending the last workshop and re-enforced the spirit and values of being involved in the co-production design process. He also raised the disappointing news that the County Council had been unsuccessful with its Levelling Up Fund bid to UK Government. He stated that the Council was reviewing whether it would apply through round three of the Fund, but projects like Monnow Street still require development and need to be designed, costed and ready for implementation.

The meeting structure was as follows:

1. Introduction
2. Purpose
3. LUF Bid Results
4. Direct Business Consultations
5. (Round 2)
6. Other Activities
7. Design Evolution
8. Next Steps

The County Council's Regeneration Manager provided an update as what activities had been undertaken since the first workshop, with supplementary information related to the UK Government's decision that the County Council had been unsuccessful with its Levelling Up Fund application. Other key points made included:

These included:

- A further wave of consultation had been held with Monnow Street businesses during December with their comments fed into the design process; other town centre businesses in the top end of the town were also engaged with;

- The County Council and Town Council are making progress on the Place Making Plan and hope to start this process over the coming months;
- Handling direct email correspondence on the project and the process;
- A second County Council officers’ workshop is to be held to receive technical feedback on the proposed design.

### Main Design Action Points

1. To organise a meeting with a local wheelchair user to understand current experiences within Monnow Street and consider how the proposed street design can respond in relation to pavement material, drainage channels, dropped kerbs and other design features.
2. To review proposed courtesy crossings in terms of frequency, specifically near to Salt and Pepper and Estero Lounge.
3. To consider provision for cycle trailers within cycle stand provision.
4. To extend design area to include a section of Blestium Street, in order to better announce Monnow Street to vehicles and provide enhanced crossings prior to the Robin Hood public house corner and to create a courtesy crossing to the toilet block island.
5. A number of items that are not within the physical design scope will be picked up through the County Council’s Placemaking Plan process.

### 4) Business Engagement

In addition to the stakeholder process, which the Chamber of Commerce was represented at, the County Council and consultancy team also prioritized the need to speak to those 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.

#### Phase 1

During November 2022, visits to Monnow Street businesses were made over a number of weeks to try to meet as many business owners and managers as possible. Using a feedback card, interviews helped to understand:

- The location of deliveries – front of rear;
- The size of vehicle deliveries and frequency;
- Any existing pavement licenses and any future needs for outdoor displays and uses;
- To understand the businesses’ customer type so that the street can respond to their needs such as short stay parking, disabled parking or whether they are longer stay visitors and want more space to dwell and explore, etc.;
- The interviews also provided opportunities to talk to other concerns such as business rates, vacant premises and other issues.

**Monnow Street Business Feedback Card**

Name of business: .....

Address: .....

Owner/manager: .....

Email address: .....

Phone number: .....

Deliveries:	Front <input type="checkbox"/>		Rear <input type="checkbox"/>	
Vehicle Type:	Light goods vehicle	Smaller rigid 3.5 to 7.5 tonnes	Bigger rigid 7.5 to 18 tonnes	Multi axle lorry – 18 tonnes – artic/rigid
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frequency				
Current pavement licensing	Yes <input type="checkbox"/> No <input type="checkbox"/>	Specifics:		
What is your perception of your customer on time spent in the town centre?	Popping into town <input type="checkbox"/> A longer stop (between 2 to 3 hours) <input type="checkbox"/> Having a day out in Monmouth <input type="checkbox"/> Any specifics:			
How do you see Monnow Street in future years if the right improvements are made?				

Date: ..... Time: .....

Source: Roberts Limbrick

## Feedback

Of those premises in Monnow Street, 75 of them actively gave us their feedback. Those that did not engage were either i) too busy ii) weren't available or iii) the premise was unoccupied or vacant.

The feedback was qualitative with some of the following common themes shared with the County Council and design team members:

- The lack of loading/unloading provision across the whole street, specifically the number and distribution that meets a wide range of vehicle sizes;
- Condition of existing pavements and problems with water ponding;
- Areas of the street where pavements are too narrow and need to be improved;
- Range of views related to on street parking in terms of customers needs e.g. popping, disabled users, elderly customers and drop off zones;
- Varied discussions on the role and function of Monmouth town centre and how the design should respond, specifically some businesses wanted it to go back to pre-covid days, whilst a larger number wanted a more destination-based approach with improved public space;
- The state and performance of Monnow Street and the wider town centre and the need for a co-ordinated approach that addresses parking, vacant properties, destination management and signage and events and activities.

These comments were fed into the design process, which influenced the draft design proposal during late November 2022.

## Phase 2

Once a draft design was developed, the County Council and design team members returned to those town centre businesses that were engaged with during November. This took place from the 5th of December with the engagement running upto the 22nd of December. Dependent on the availability of the business owner or manager, a team member shared with them an A2 size plan of the proposal, talked them through and sought feedback using the themes that were used at the 29th of November stakeholder workshop.

The team engaged with approximately 65 businesses (77%) in Monnow Street with the intent to also share the emerging design with businesses in Church Street, White Swan Court and Agincourt Square and other neighbouring streets. Due to the Christmas holiday period, the County Council continued some of the discussions into early January to ensure everyone has the opportunity to comment. 55 of these businesses were happy to complete the feedback form.



Source: Roberts Limbrick

On sharing the design, a feedback form was used to collect comments and to rate the level of agreement/disagreement with the design proposal. These centred on:

Place for people:

- Movement
- Dwell
- Rest
- Leisure: eat, drink
- Inclusive

Place for safe crossing opportunities:

- Often and convenient
- Safe
- Pedestrian priority
- Inclusive
- Courtesy / zebra type: not necessarily with all the associated paraphernalia

Place for loading and deliveries:

- Often and convenient
- Even spread
- Legible
- Practical

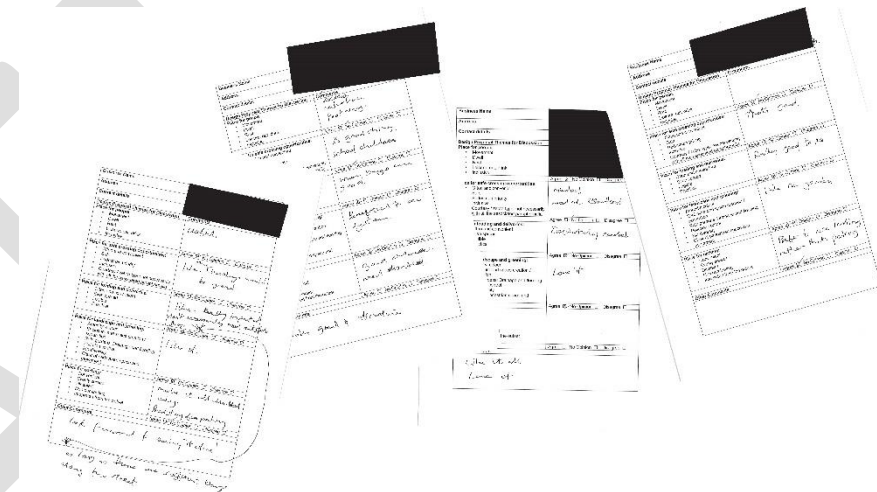
Place for landscape and greening:

- Amenity: colour
- Enclosure and space creation / separation
- Rain gardens: Drainage and flooding
- Pollution control
- Bio-diversity
- Clear of pedestrian space and movement

Place for parking:

- Convenient
- Evenly spread

- Disabled
- Non dominating
- Integrated from the outset



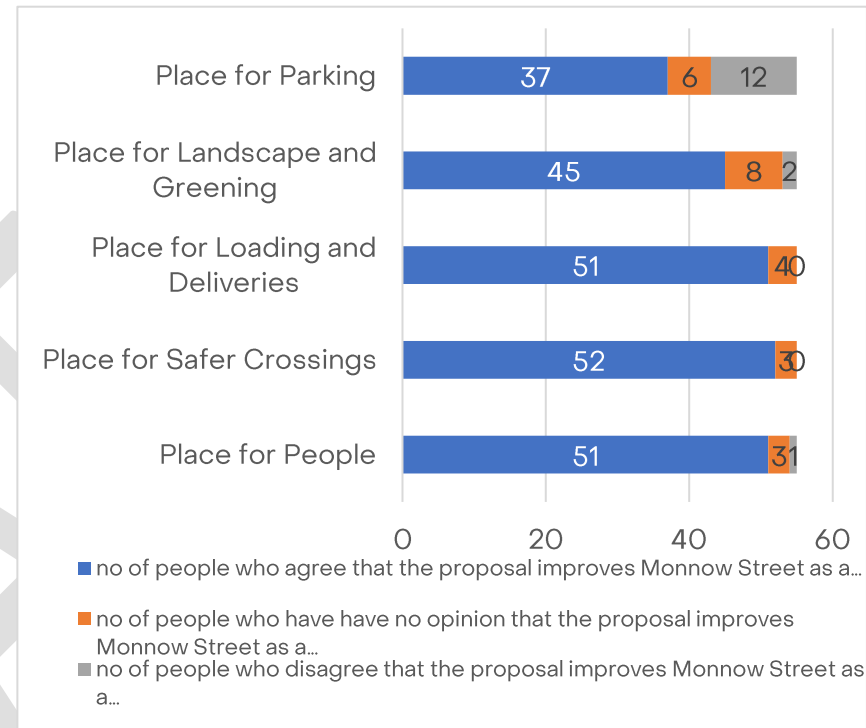
Source: Roberts Limbrick



Our Workshop note 3 provides a more comprehensive note on the feedback with the following items relate to design changes.

1. Landscape maintenance: needs to have a robust maintenance strategy in place.
2. Crossing Points: positive response and like the fact that these have been included. Are, however, there too many?
3. Southern loading bay: can this be moved slightly?
4. Parking: is there potential to include some to the southern end of the street?
5. Parking: How many disabled bays will there be?
6. Buses: footway run over when entering Monnow Street from the bus station?

When rating the design proposal against the key headings, the chart below shows the agreement/disagreement ratings.



Source: Roberts Limbrick

Based on percentages, the feedback is rated as follows:

- 93% of businesses agree with people based benefits
- 95% of businesses agree with the improved crossings
- 93% of businesses agree with improved loading provision
- 82% of businesses agree with the landscaping and greening
- 67% of businesses agree with the parking proposals

### **Chamber of Commerce Workshop**

This workshop was held from 6pm to 8pm on Wednesday, 27<sup>th</sup> January in the Town Council Chamber Room at the Shire Hall, Agincourt Square. The session was in addition to the stakeholder workshop on the previous evening of the 26<sup>th</sup> of January, with businesses invited to both dependent on availability. It was co-hosted by Monmouthshire County Council and the Chamber of Commerce. The meeting followed the same format as the previous evening's stakeholder workshop, with an open questions and answers session on the proposed design.

A full note of the Chamber of Commerce workshop can be found in workshop note 3.

### **Main Design Action Points**

1. To extend design area to include a section of Blestium Street, in order to better announce Monnow Street to vehicles and provide enhanced crossings prior to the Robin Hood public house corner and to create a courtesy crossing to the toilet block island.
2. To consider the traffic regulation orders for the loading bays to transfer to short stay parking outside specific hours.
3. To provide an additional disabled or short stay parking space opposite the One Stop/Post Office.
4. To develop the flexi-parking approach outside Pizza Express and Salt and Pepper that would provide approximately 4no. spaces.
5. To remove the proposed cycle stand outside WH Smiths and replace with a short stay parking space.

## 5) The Community Survey

This section provides a summary of the analysis of the community results. You can view the full survey results in a separate document titled Community Survey Results and Analysis. The survey was the main form of feedback that people could use to provide comments on the proposed design for Monnow Street in Monmouth town centre.

### Survey Promotion and Availability

The survey was made available from Friday, the 10<sup>th</sup> of February upto midnight on Sunday, the 5<sup>th</sup> of March. It was made available through a number of ways:

- Online survey through Monmouthshire’s website with accompanying link to the proposed design;
- At face to face consultation on Saturday, 11<sup>th</sup> February and Wednesday, 15<sup>th</sup> February which was held in 22 Agincourt Square, Monmouth town centre; paper copies and online survey cards were provided over these two days;
- A static exhibition was displayed at Monmouth Community Hub in Whitecross Street from Friday, 17<sup>th</sup> of February upto Saturday, the 4<sup>th</sup> of March; paper copies and online survey cards were provided;
- Paper copies and a post box was provided at Monmouth Leisure Centre and at the Shire Hall from Friday, 17<sup>th</sup> of February upto Saturday, the 4<sup>th</sup> of March.

### The Response

The survey received 546 touchpoints with 521 completed responses (24 dropped out having not viewed the design proposal). 409 online responses were received, with 137 hard copies received. 544 were submitted in English and 2 in the

medium of Welsh. The County Council also received 20 emails through its MCC Regeneration or through direct officer email accounts.

**View Monnow Street Proposal**

10am to 5pm Saturday, 11<sup>th</sup> February  
10am to 7pm Wednesday/Thursday 15<sup>th</sup> - 16<sup>th</sup> February  
22 Agincourt Square, Monmouth Town Centre

Come along and view our proposed design for Monnow Street  
Meet Councillors, Officers and Design Team - Have Your Say

17<sup>th</sup> to the 3<sup>rd</sup> March - Window Display 22 Agincourt Square  
View Proposal at [www.monmouthshire.gov.uk](http://www.monmouthshire.gov.uk)  
Have Your Say [www.surveymonkey/link](http://www.surveymonkey/link)  
Consultation Closes - Friday, 3<sup>rd</sup> March

To find out more please email  
[Mccregeneration@monmouthshire.gov.uk](mailto:Mccregeneration@monmouthshire.gov.uk)  
or phone Claire Sullivan on 07714 325276



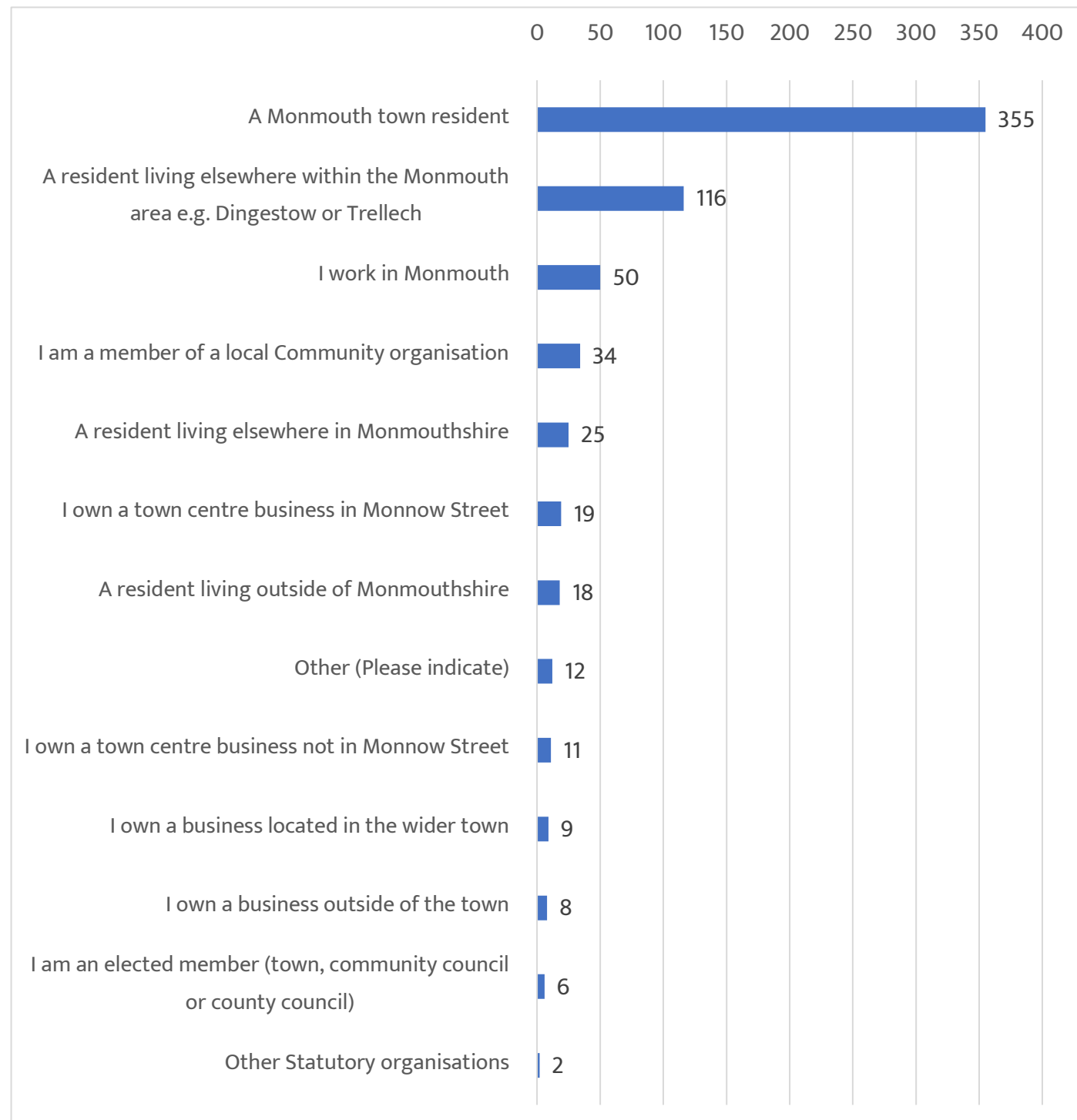
Source: Roberts Limbrick

**The Results**

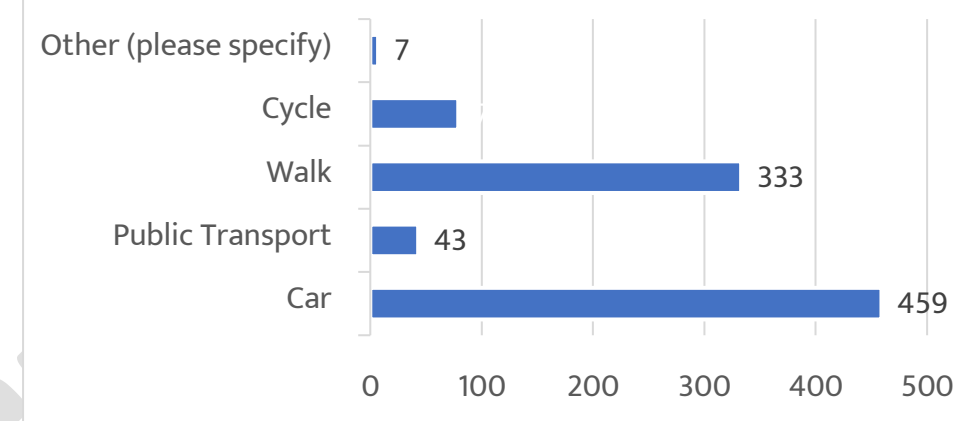
The following charts represent the analysis of the total responses received.

**About You**

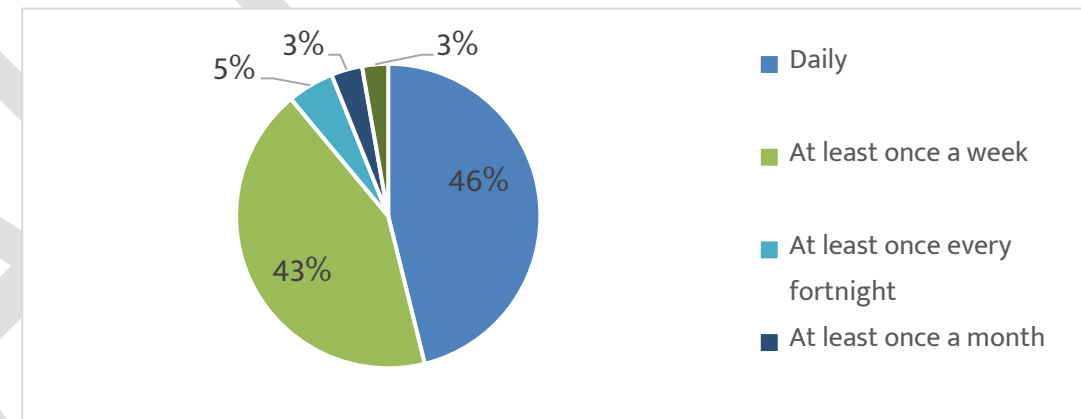
Please indicate which of the following best applies to you.



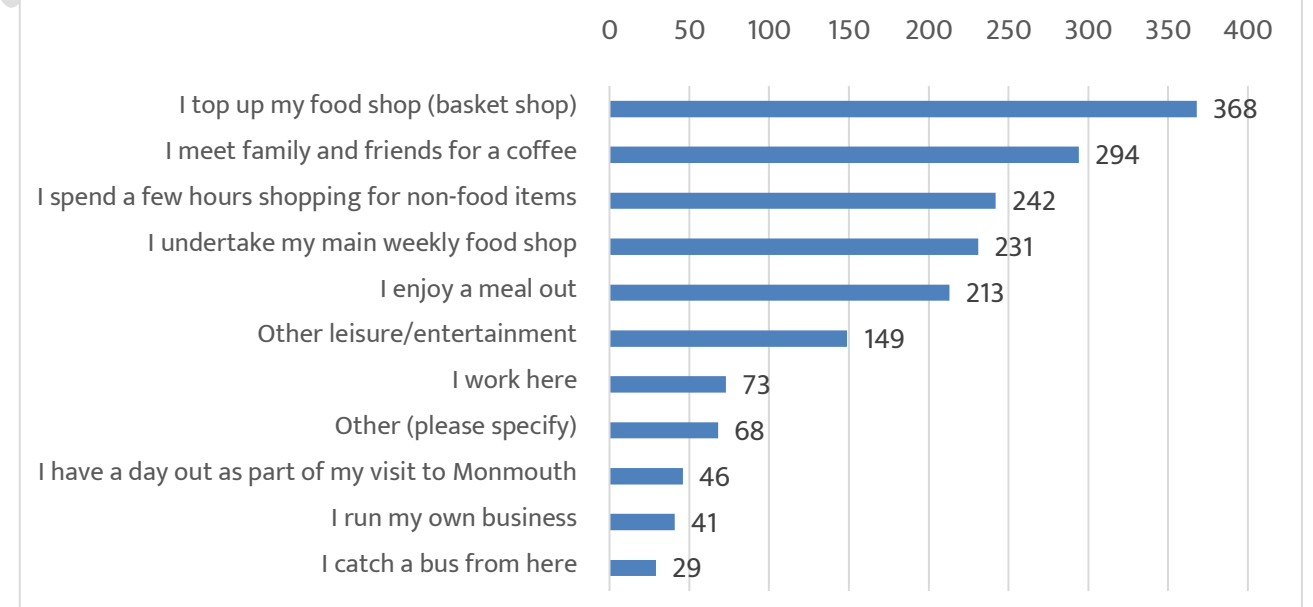
How do you currently travel to Monnow Street (tick all that apply)?



How often do you visit Monnow Street?



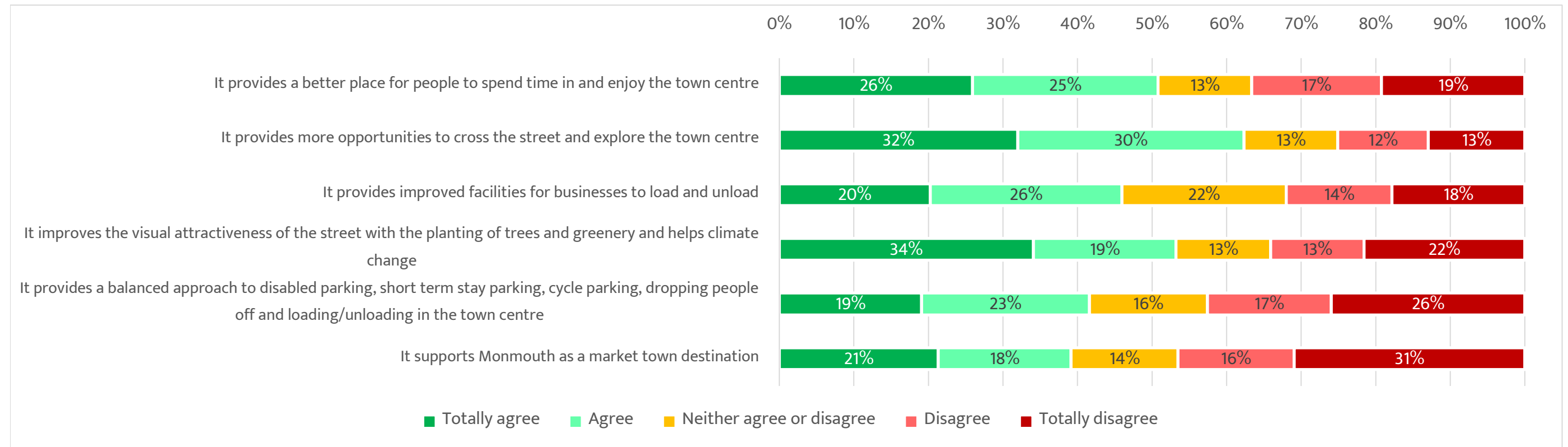
What are the main reasons you visit Monnow Street? (tick all that apply)



Source: Monnow Street Community Survey n=546

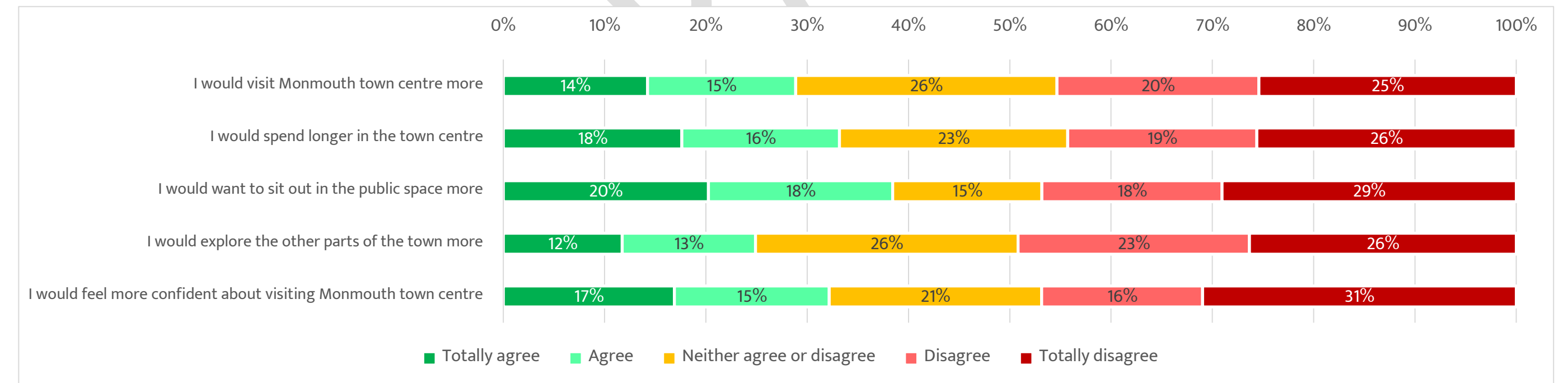
The Proposed Design

To what extent do you agree with the following statements on the design proposal?



Source: Monnow Street Community Survey n=497

To what extent do you agree with the following statements if such a proposal was completed?

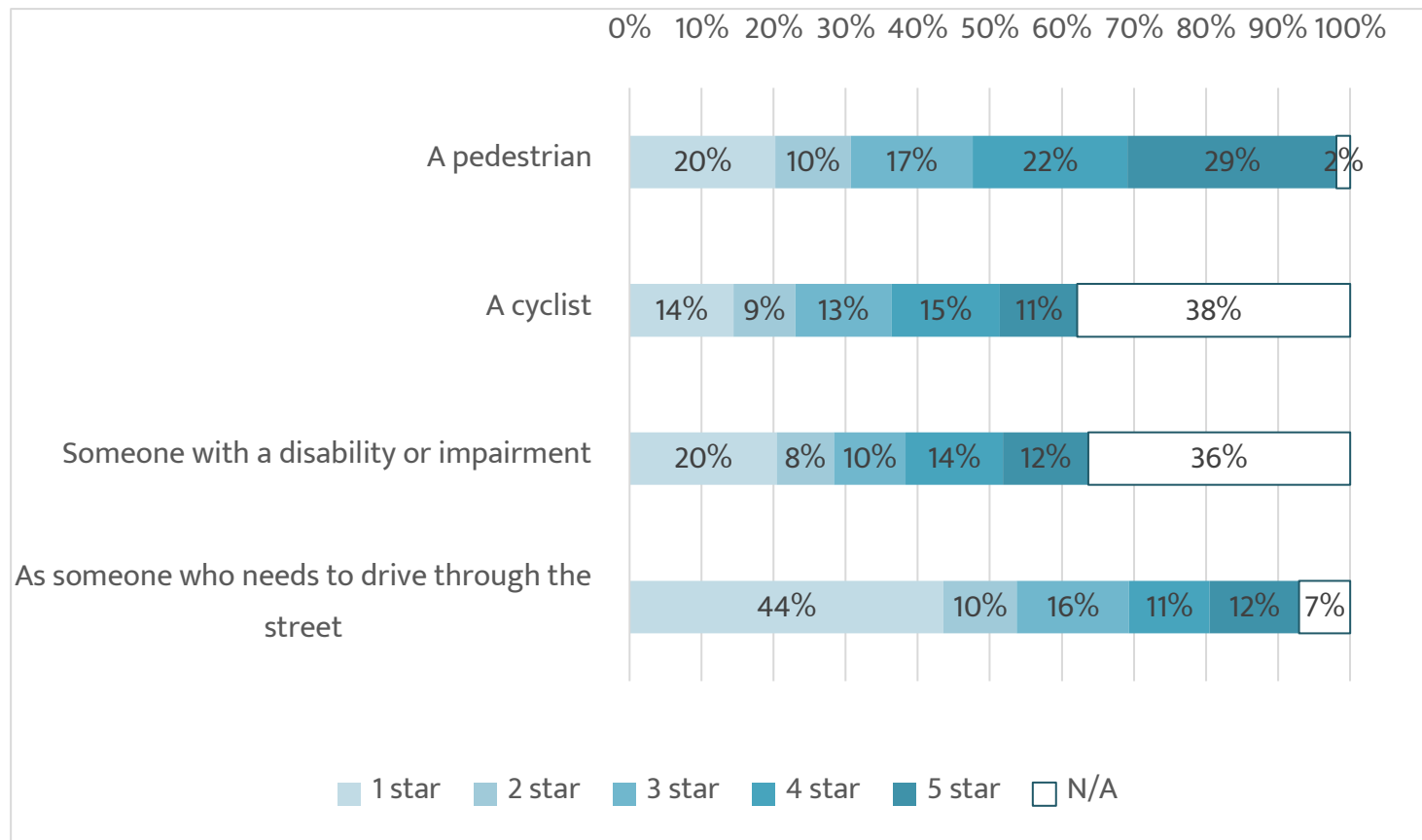


Source: Monnow Street Community Survey n=495

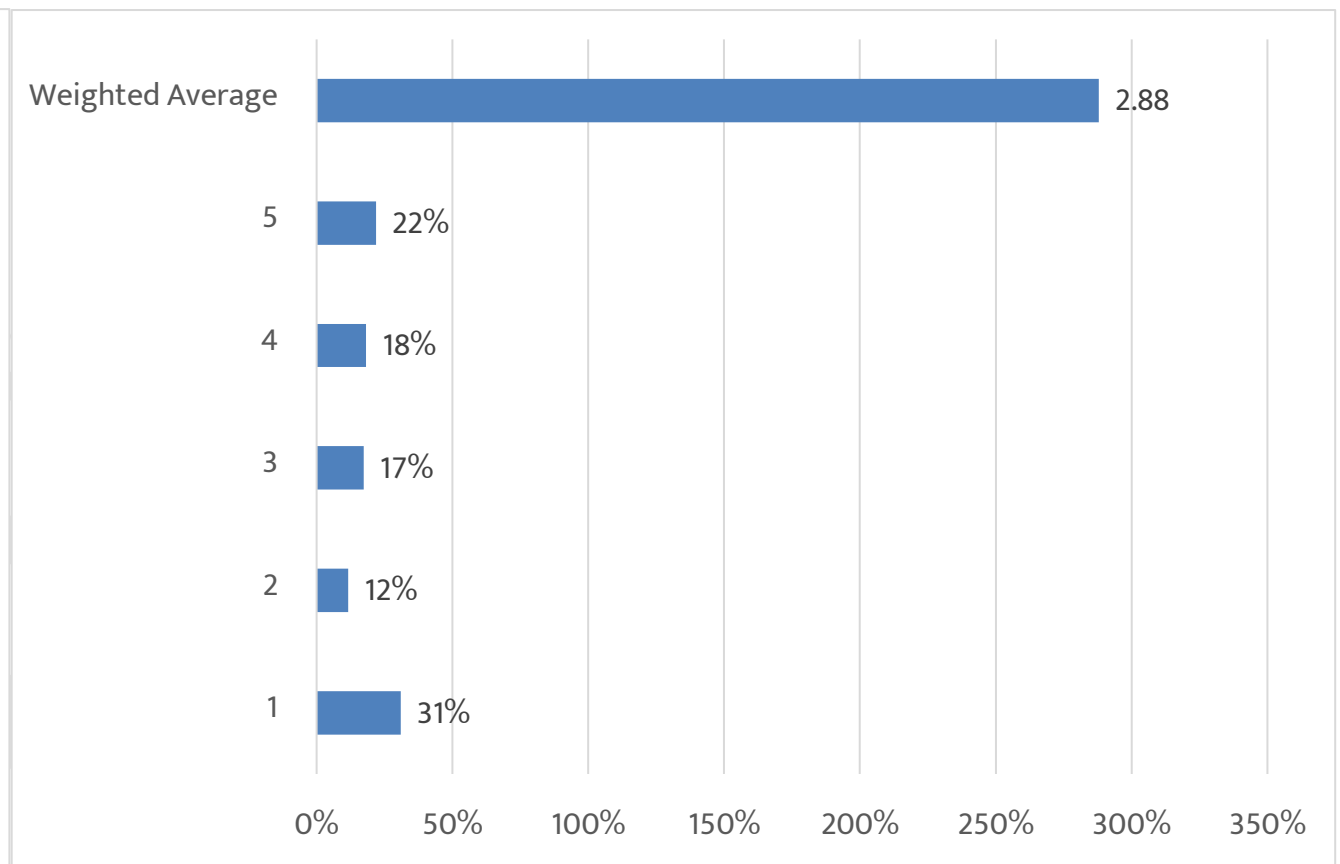


To what extent do you rate the proposal as i) a pedestrian ii) a cyclist iii) someone with a disability or impairment and iv) as someone who needs to drive through the street?

To what extent do you agree that the design proposal meets the project aim?  
 “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.”



Source: Monnow Street Community Survey n=493



### Summary of Overall Survey Results

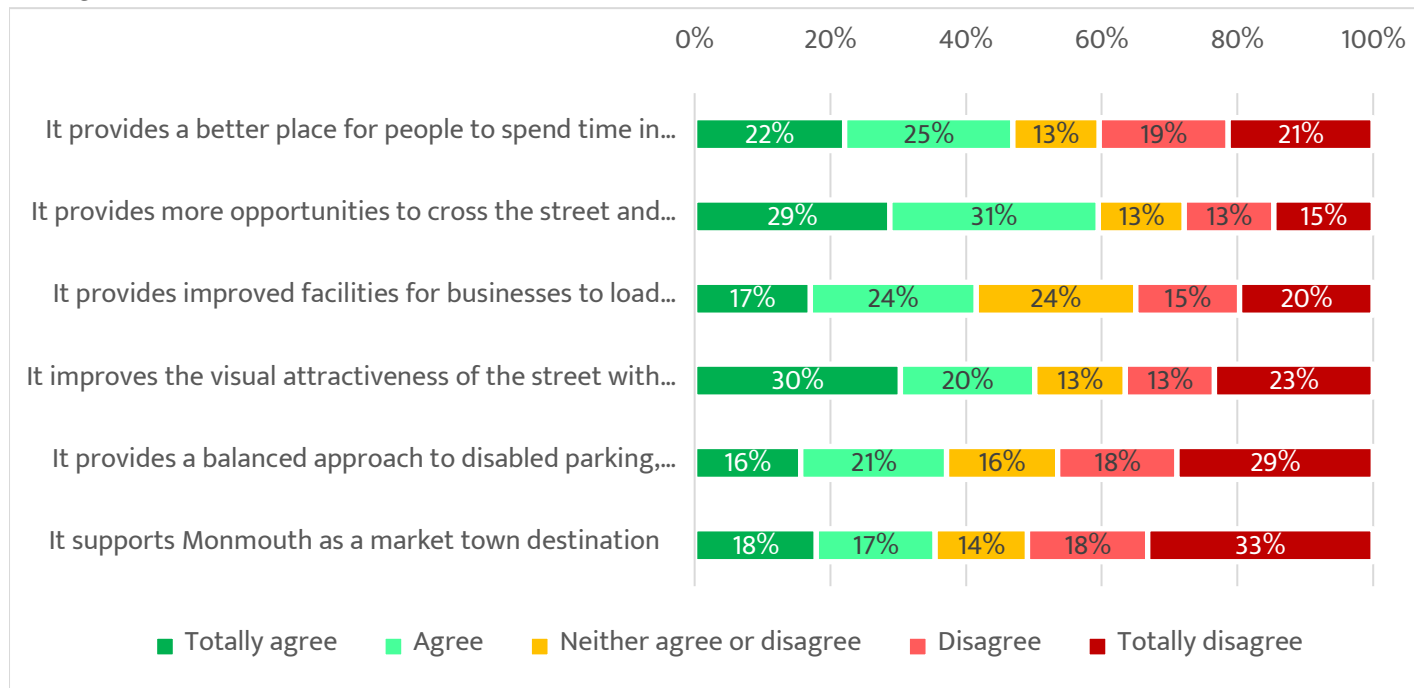
- 355 of the 546 respondents identified that were a Monmouth town resident (65%), with 116 respondents living within the rural catchment (21%), and 50 working in the town (9%); 19 business owners in Monnow Street completed the survey with an additional 20 respondents either owning a business in other town centre locations or in the wider town;
- 84% of respondents use a car to travel to Monnow Street, 60% walk, 14% cycle and 8% use public transport;
- 46% of respondents make daily trip to Monnow Street, with 43% visiting at least once a week, and 5% at least once every fortnight;
- Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (67%), meet family and friends for a coffee (54%), shopping for non-food items (44%), undertake a mainly weekly food shop (42%), enjoy a meal out (39%) or take part in a leisure or entertainment activity (27%);
- 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 45% who disagree or totally disagree;
  - 38% either totally agree or agree that they sit out in the public space more compared to 47% 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, respondents rated the proposal pedestrians rated 3.3/5, for cyclists 3/5, 2.8/5 for someone with a disability or impairment and 2.3/5 for someone who needs to drive through the street;
- 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.

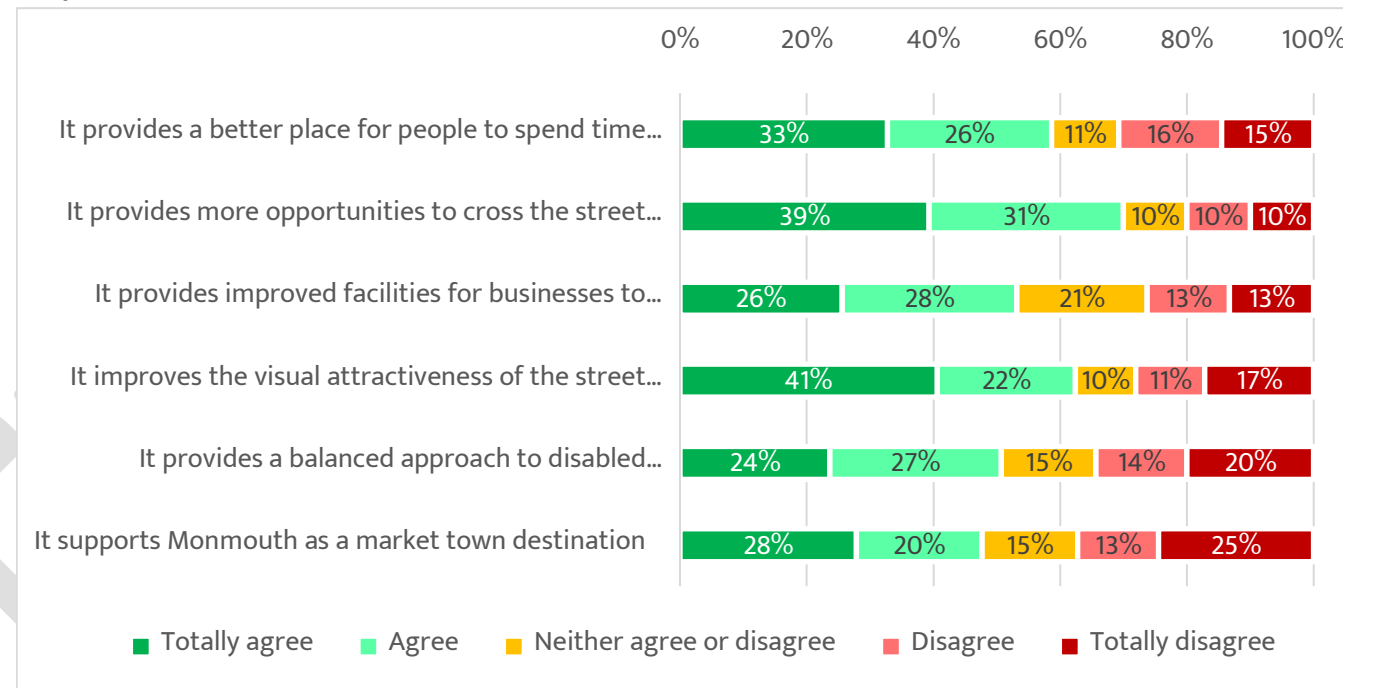
Other Results by Mode of Transport and Age

Mode of Transport

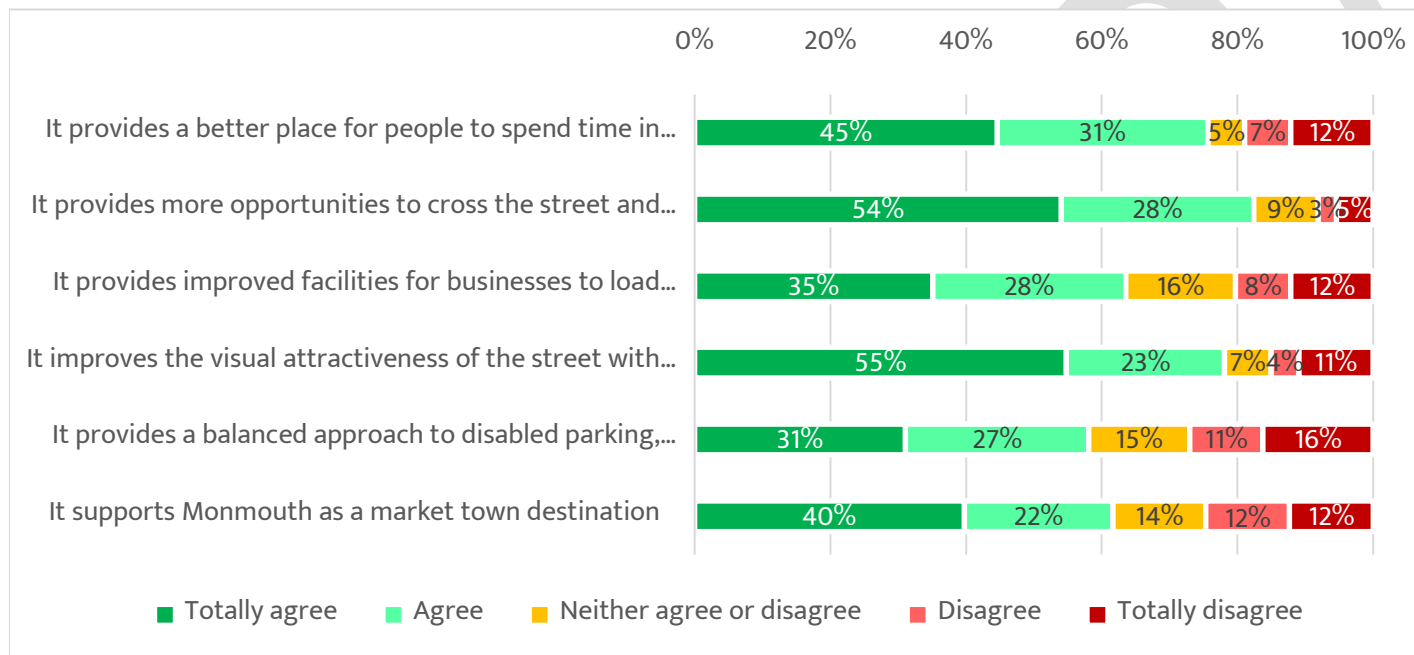
Drive



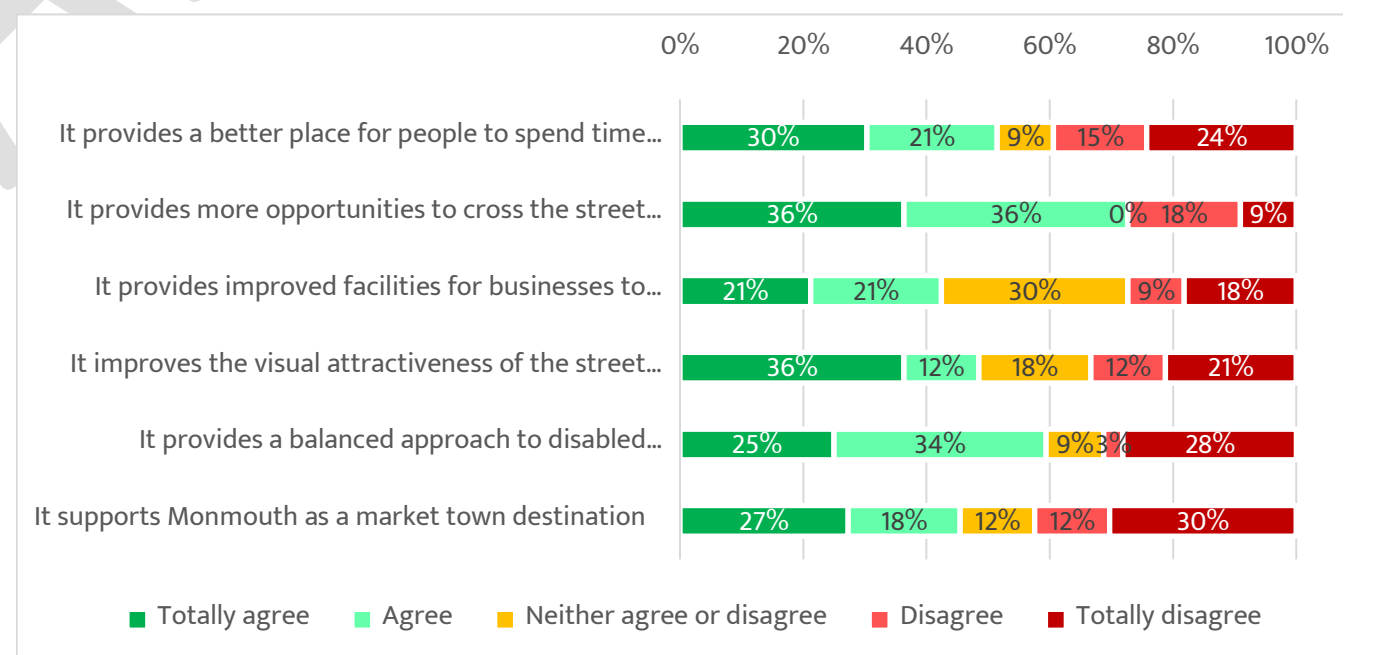
Walk



Cycle

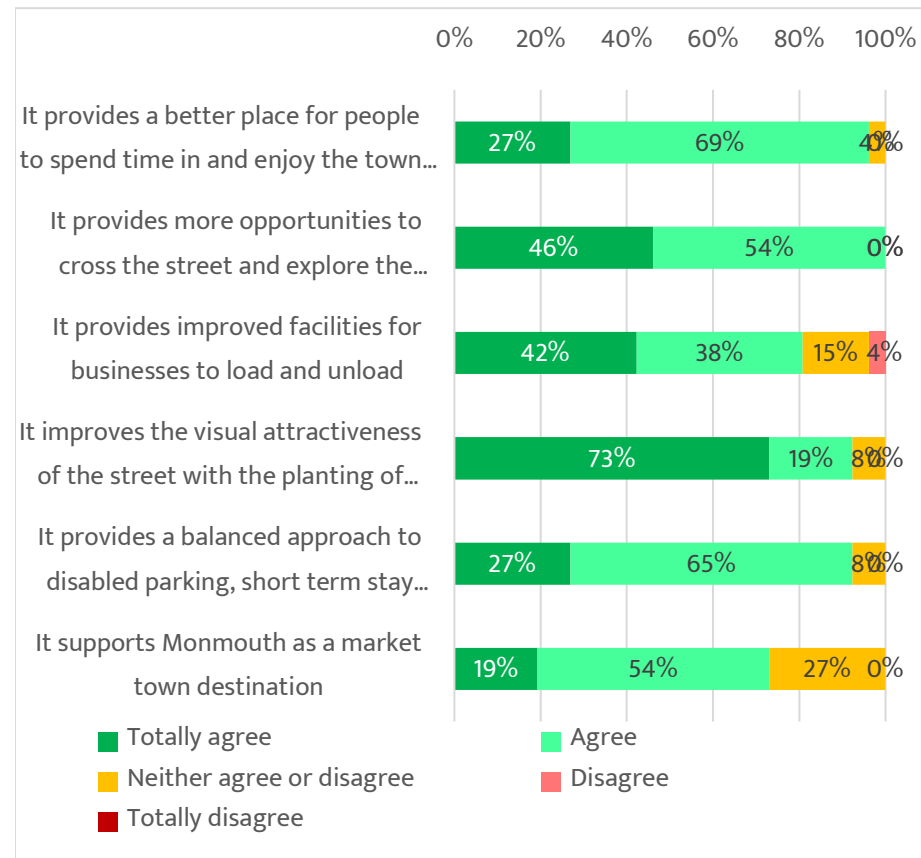


Public Transport

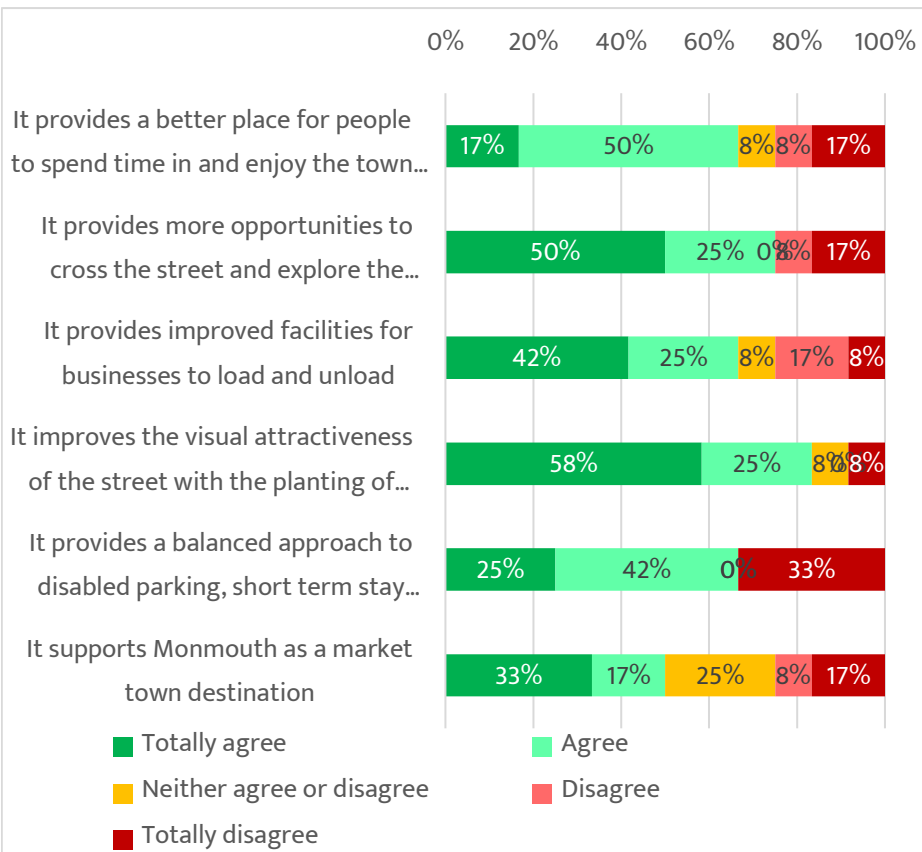


By Age - To what extent do you agree with the following statements on the design proposal?

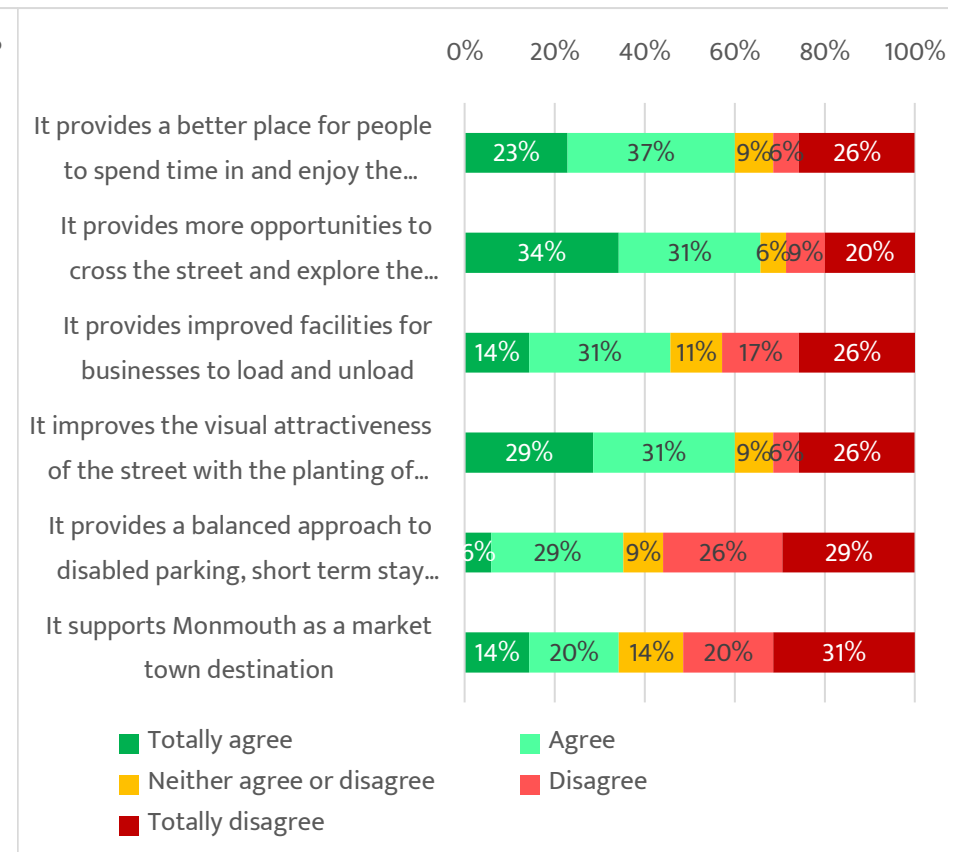
Under 16



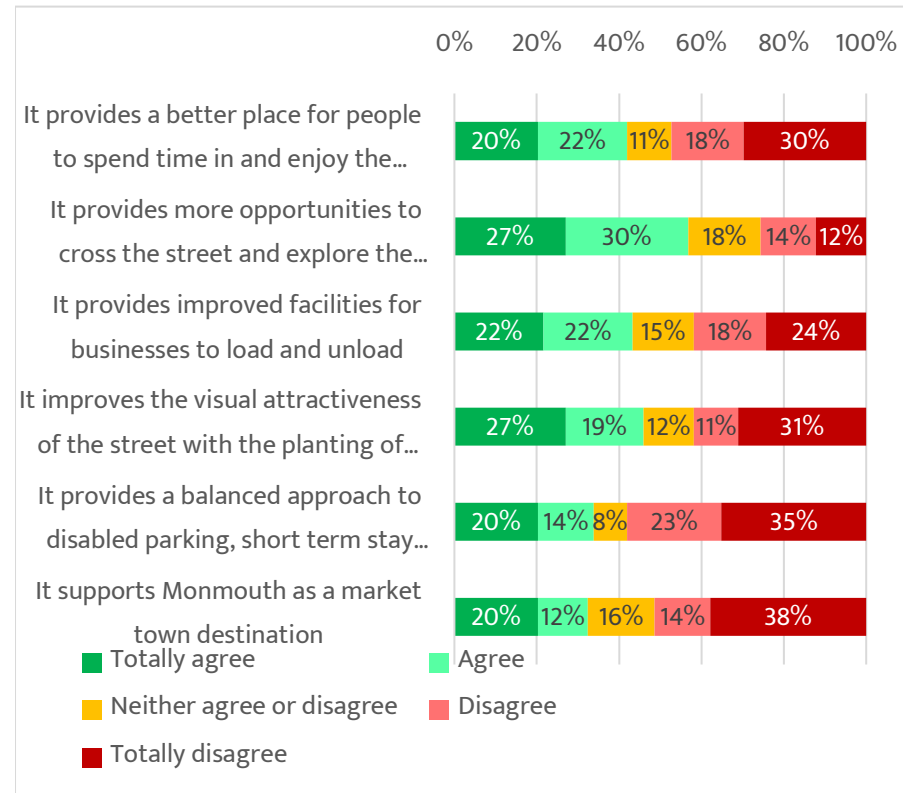
16 - 25



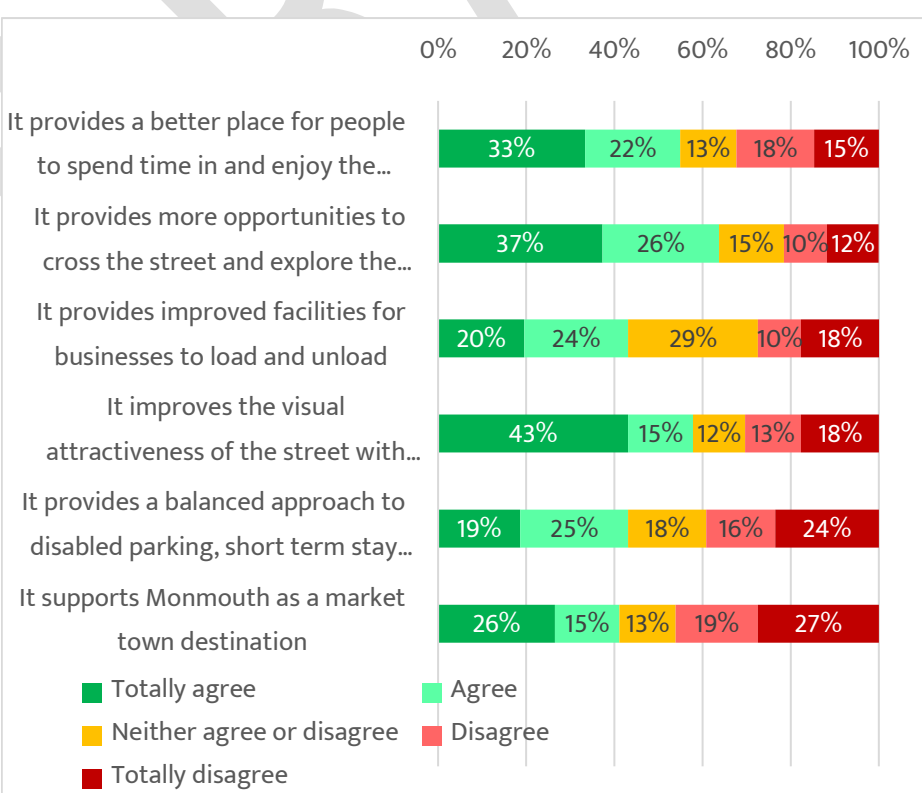
26 - 35



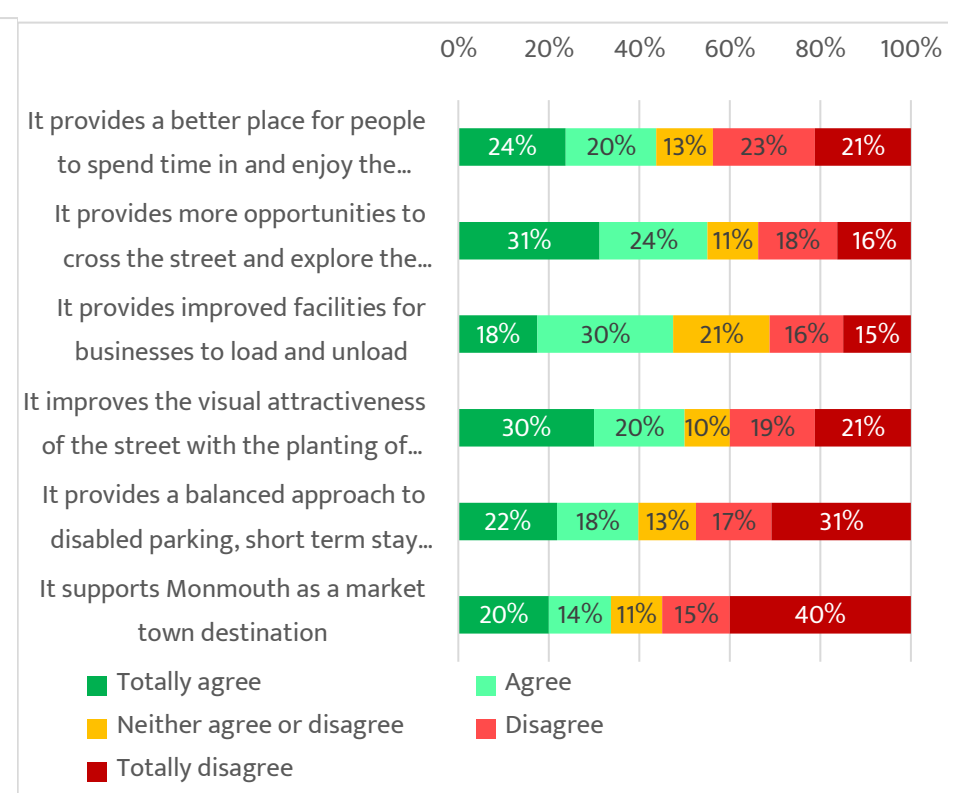
36-45



46-55

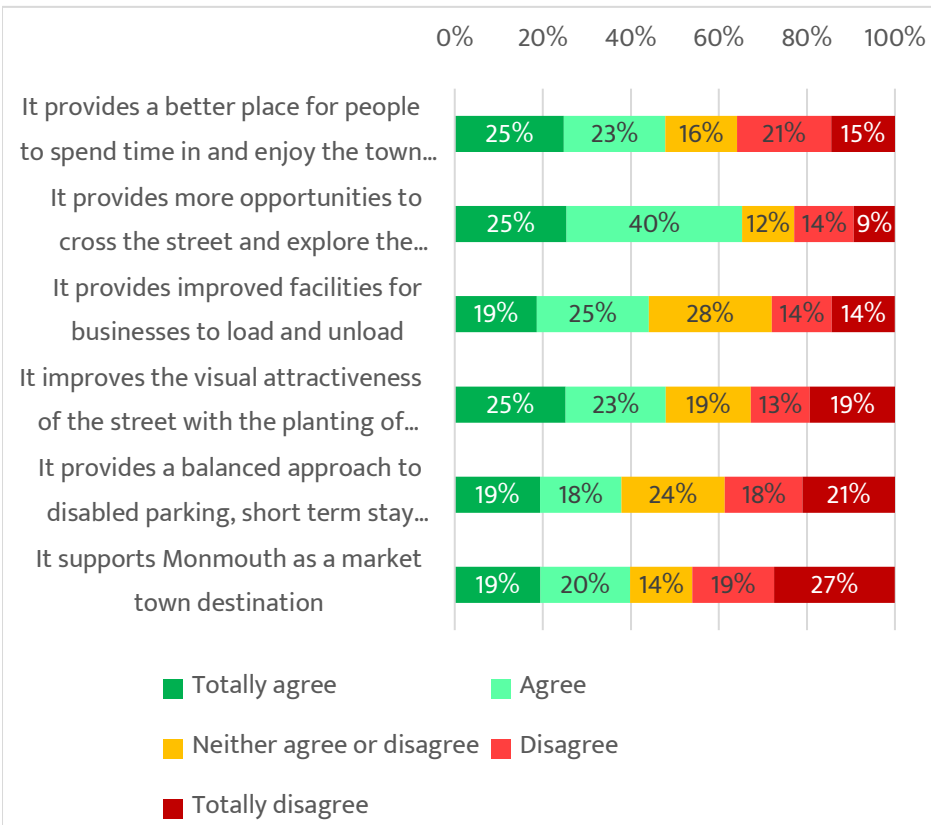


56-65

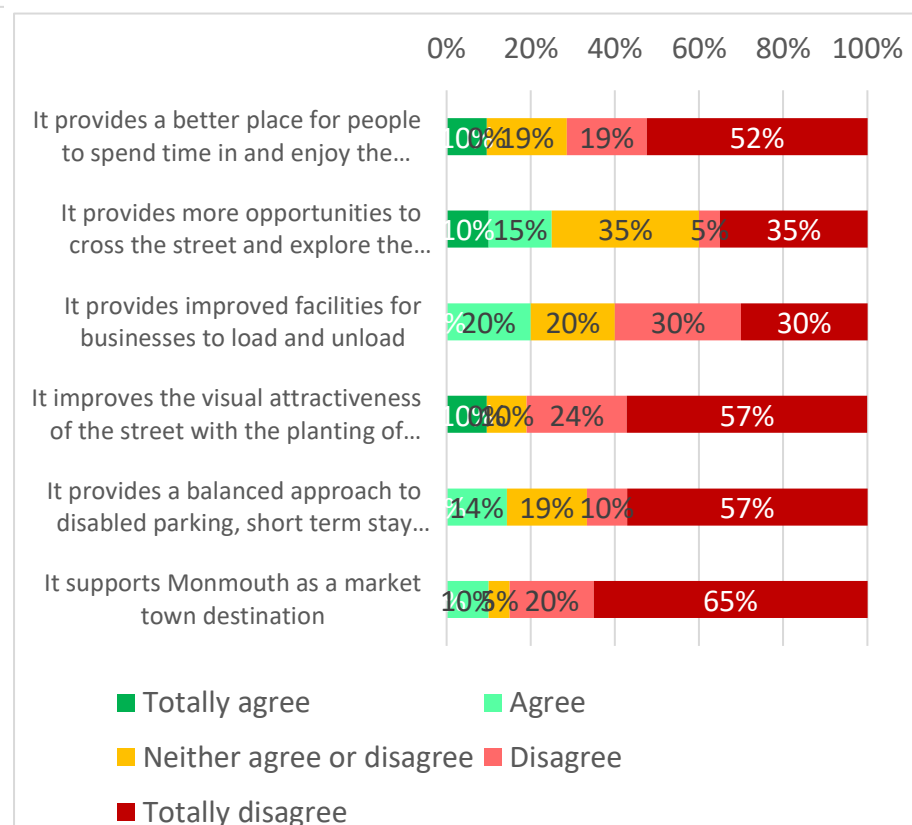




65 plus



I'd rather not say

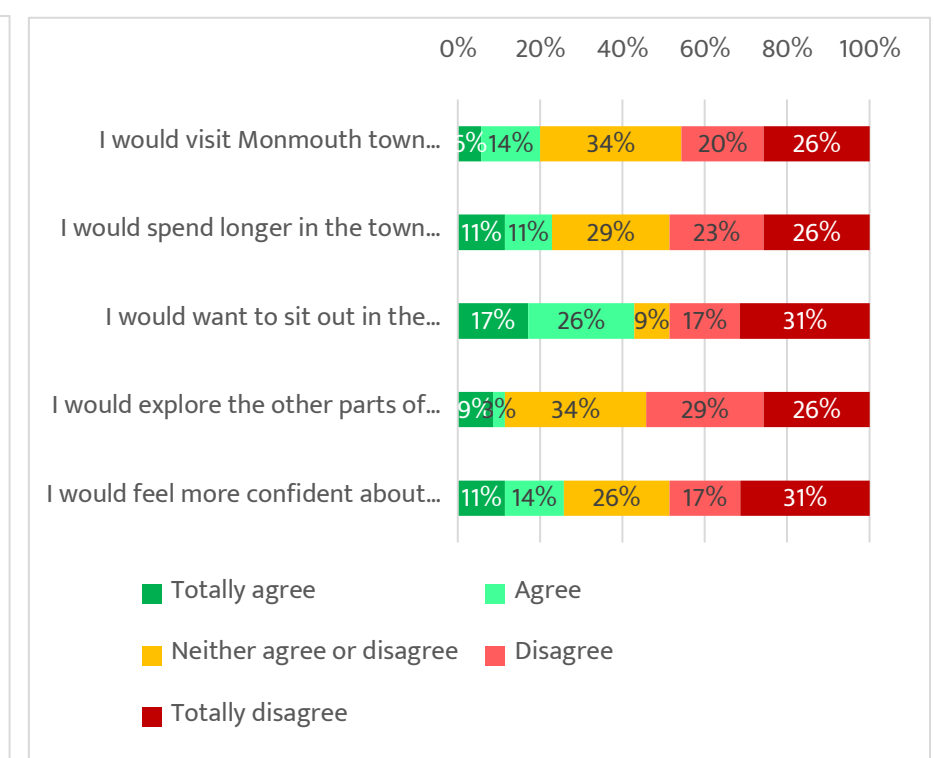
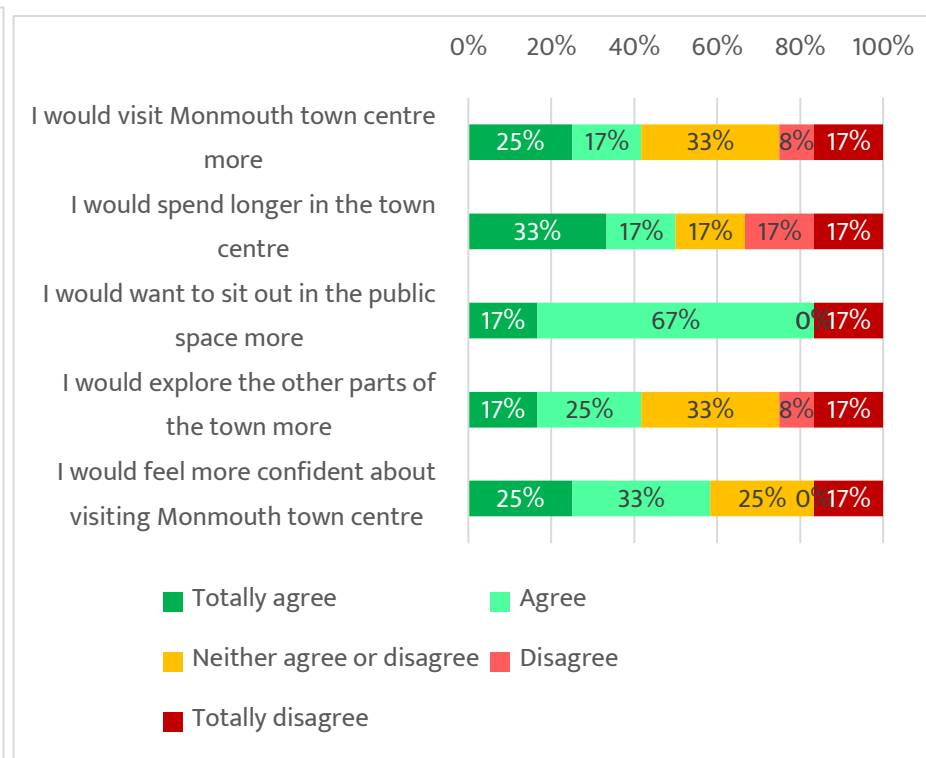
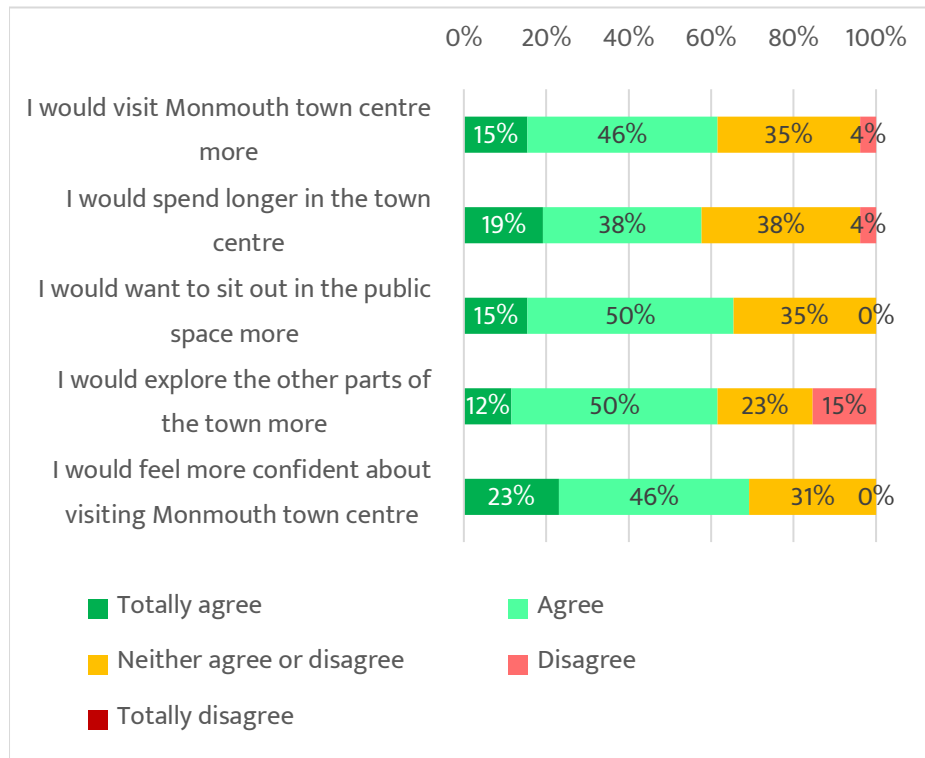


Age - To what extent do you agree with the following statements if such a proposal was completed?

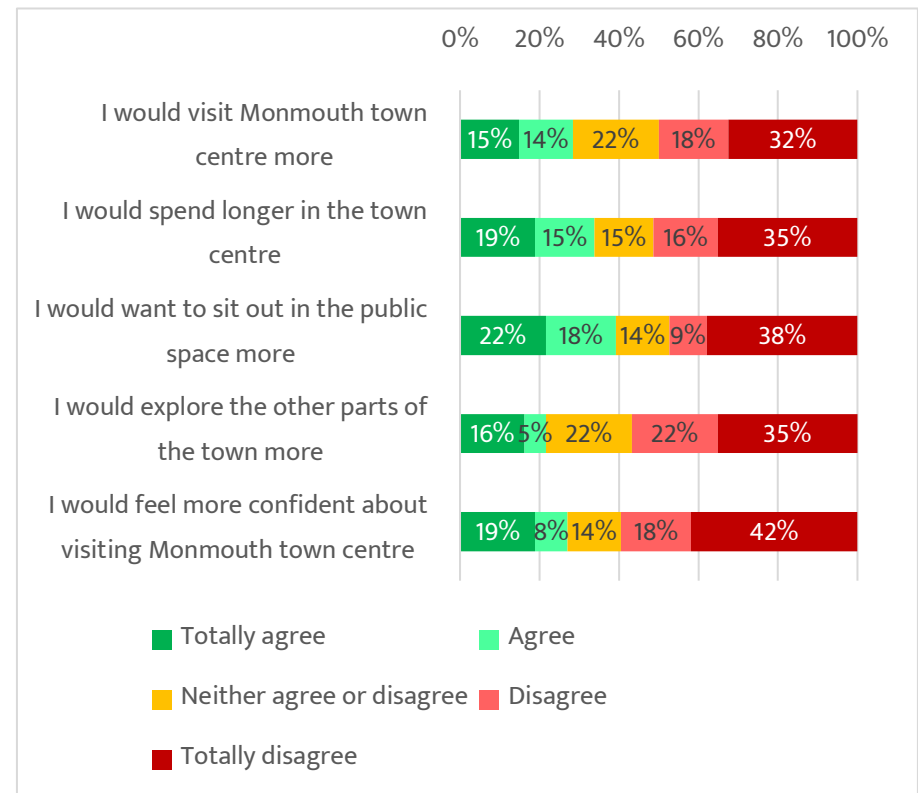
16 - 25

26 - 35

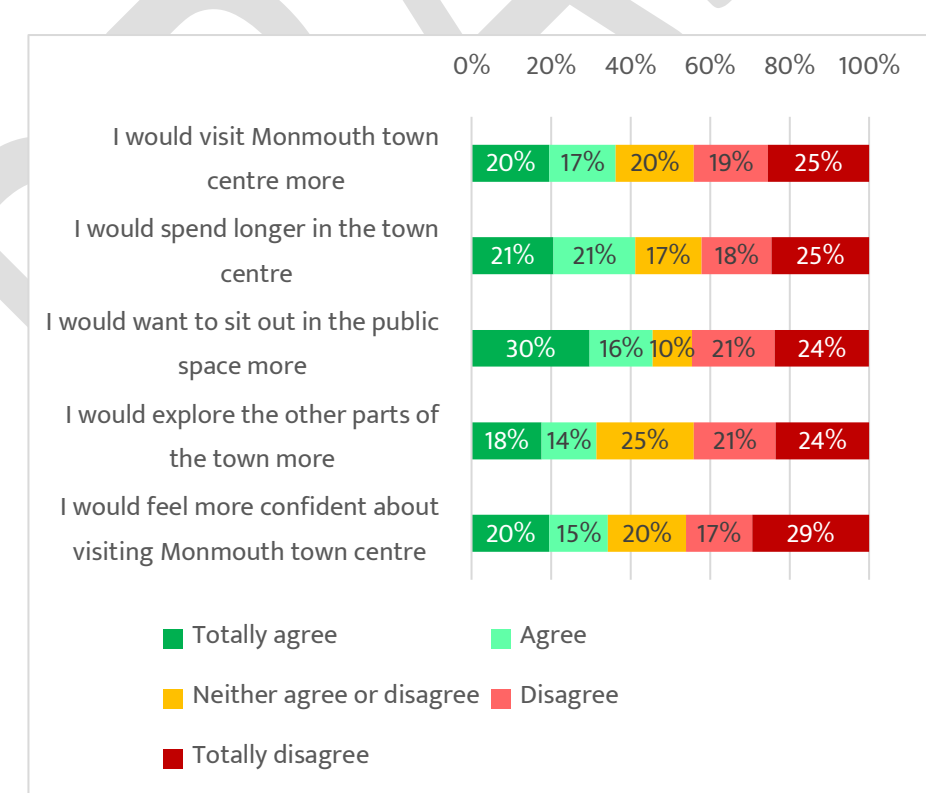
Under 16



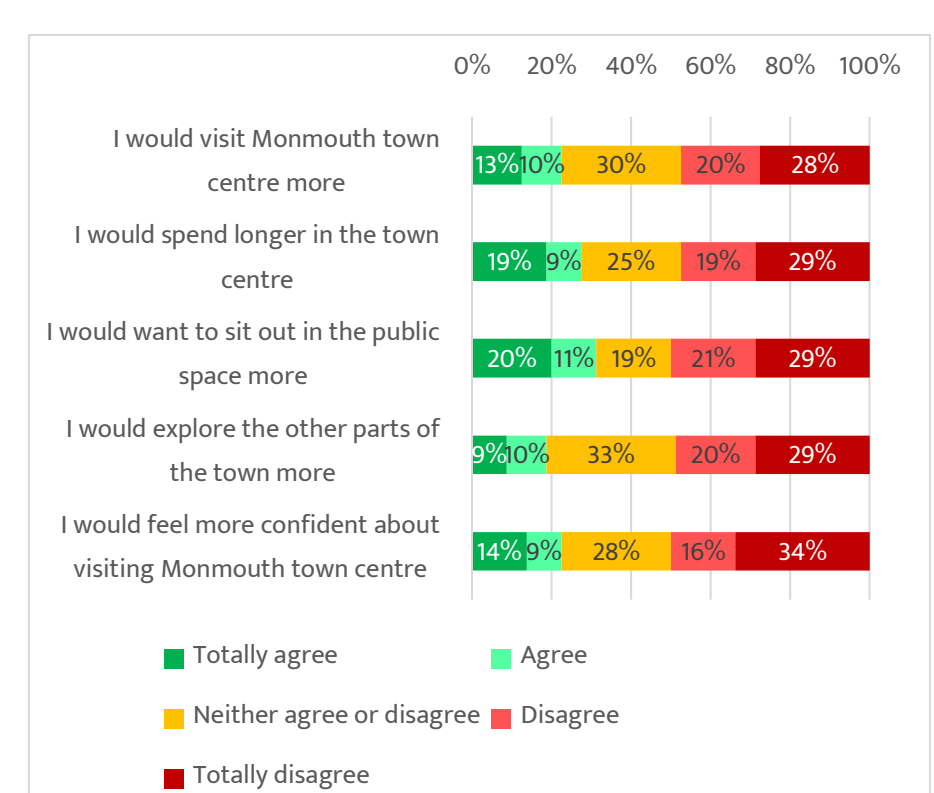
36-45



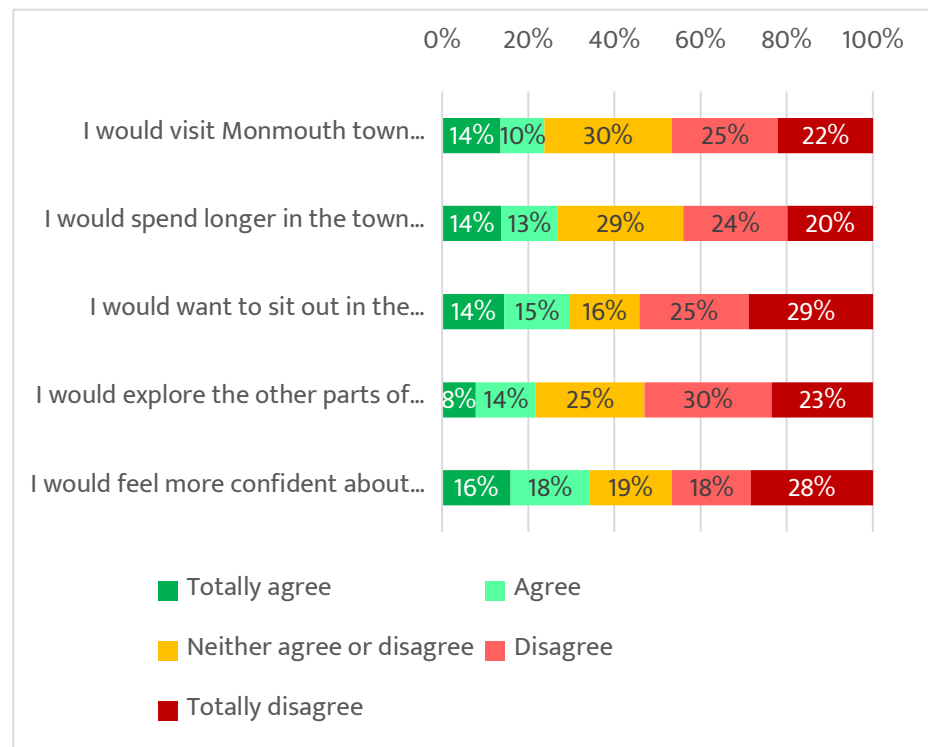
46-55



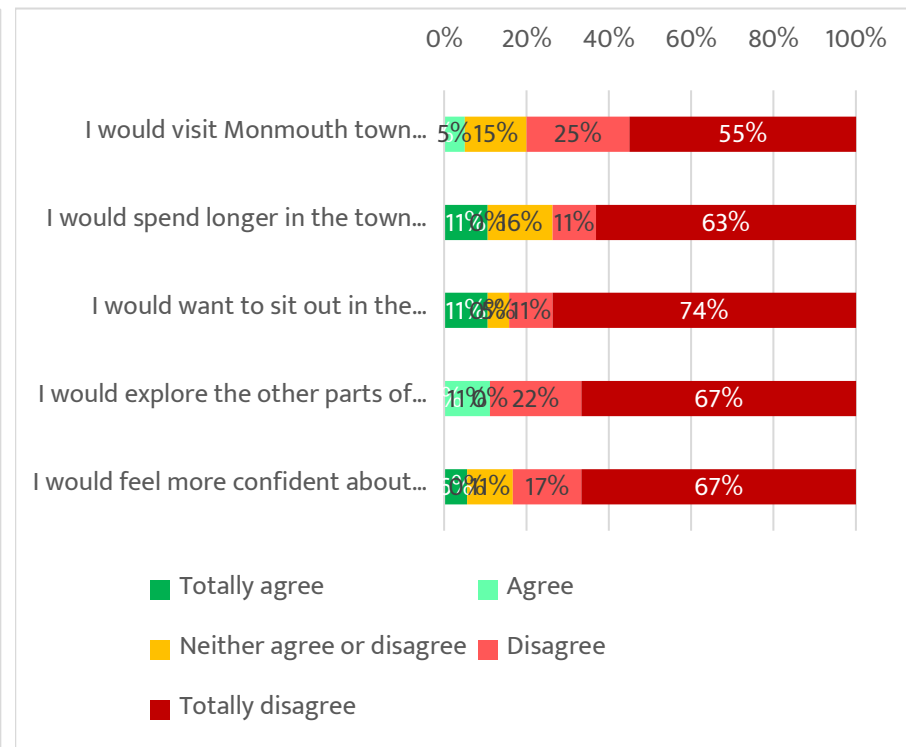
56-65



65 plus



I'd rather not say



DRAFT

DRAFT



monmouthshire  
sir fynwy