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County Hall
Rhadyr
Usk
NP15 1GA

Wednesday, 17 May 2023

Notice of meeting:

Place Scrutiny Committee

Thursday, 25th May, 2023 at 10.00 am,

The Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA with remote attendance

Please note that a pre meeting will be held 30 minutes prior to the start of the meeting for members of the committee.

AGENDA

Item No	Item	Pages
1.	Election of Chair	
2.	Appointment of Vice Chair	
3.	Apologies for Absence	
4.	Declarations of Interest	
5.	Public Open Forum	
	Scrutiny Committee Public Open Forum ~ Guidance	
	Our Scrutiny Committee meetings are live streamed and a link to the live stream will be available on the meeting page of the Monmouthshire County Council website	
	If you would like to share your thoughts on any proposals being discussed by Scrutiny Committees, you can submit your representation in advance via this form	

Please share your views by uploading a video or audio file (maximum of 4 minutes) or;
Please submit a written representation (via Microsoft Word, maximum of 500 words)

You will need to register for a [My Monmouthshire account](#) in order to submit the representation or use your log in, if you have registered previously.

The deadline for submitting representations to the Council is 5pm three clear working days in advance of the meeting.

If representations received exceed 30 minutes, a selection of these based on theme will be shared at the Scrutiny Committee meeting. All representations received will be made available to councillors prior to the meeting.

If you would like to attend one of our meetings to speak under the Public Open Forum at the meeting, you will need to give three working days' notice by contacting Scrutiny@monmouthshire.gov.uk.

The amount of time afforded to each member of the public to speak is at the chair's discretion, but to enable us to accommodate multiple speakers, we ask that contributions be no longer than 3 minutes.

If you would like to suggest future topics for scrutiny by one of our Scrutiny Committees, please do so by emailing Scrutiny@monmouthshire.gov.uk

6.	Public Spaces Protection Order for Dog Controls	1 - 48
	To scrutinise the latest report before going out to public consultation.	
7.	Regeneration priorities and funding	49 - 76
	To scrutinise the priority projects for bids for WG Strategic grant funding to 2024/25.	
8.	Transforming Chepstow Masterplan	77 - 272
	To scrutinise the Transforming Chepstow Masterplan to inform future regeneration priorities and grant bids.	
9.	Place Scrutiny Committee Forward Work Programme and Action List	273 - 278
10.	Cabinet and Council Work Planner	279 - 286
11.	To confirm the minutes of the previous meeting	287 - 298
12.	Next Meeting: 6th July 2023	

Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillor Louise Brown	Shirenewton;	Welsh Conservative Party
County Councillor Emma Bryn	Wyesham;	Independent Group
County Councillor Ben Callard	Llanfoist & Govilon;	Welsh Labour/Llafur Cymru
County Councillor Ian Chandler	Llantilio Crossenny;	Green Party
County Councillor Tomos Dafydd Davies	Llanfoist & Govilon;	Welsh Conservative Party
County Councillor Lisa Dymock	Portskewett;	Welsh Conservative Party
County Councillor Jane Lucas	Osbaston;	Welsh Conservative Party
County Councillor Su McConnel	Croesonen;	Welsh Labour/Llafur Cymru
County Councillor Maria Stevens	Severn;	Welsh Labour/Llafur Cymru
County Councillor Jackie Strong	Caldicot Cross;	Welsh Labour/Llafur Cymru

Access to paper copies of agendas and reports

A copy of this agenda and relevant reports can be made available to members of the public attending a meeting by requesting a copy from Democratic Services on 01633 644219. Please note that we must receive 24 hours notice prior to the meeting in order to provide you with a hard copy of this agenda.

Welsh Language

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

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

Our Values

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

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

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

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

Kindness: We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.

Monmouthshire Scrutiny Question Guide

Role of the Pre-meeting	
<ol style="list-style-type: none"> 1. Why is the Committee scrutinising this? (background, key issues) 2. What is the Committee's role and what outcome do Members want to achieve? 3. Is there sufficient information to achieve this? If not, who could provide this? <p>- Agree the order of questioning and which Members will lead - Agree questions for officers and questions for the Cabinet Member</p>	
Questions for the Meeting	
<p><u>Scrutinising Performance</u></p> <ol style="list-style-type: none"> 1. How does performance compare with previous years? Is it better/worse? Why? 2. How does performance compare with other councils/other service providers? Is it better/worse? Why? 3. How does performance compare with set targets? Is it better/worse? Why? 4. How were performance targets set? Are they challenging enough/realistic? 5. How do service users/the public/partners view the performance of the service? 6. Have there been any recent audit and inspections? What were the findings? 7. How does the service contribute to the achievement of corporate objectives? 8. Is improvement/decline in performance linked to an increase/reduction in resource? What capacity is there to improve? 	<p><u>Scrutinising Policy</u></p> <ol style="list-style-type: none"> 1. Who does the policy affect ~ directly and indirectly? Who will benefit most/least? 2. What is the view of service users/stakeholders? What consultation has been undertaken? Did the consultation process comply with the Gunning Principles? Do stakeholders believe it will achieve the desired outcome? 3. What is the view of the community as a whole - the 'taxpayer' perspective? 4. What methods were used to consult with stakeholders? Did the process enable all those with a stake to have their say? 5. What practice and options have been considered in developing/reviewing this policy? What evidence is there to inform what works? Does the policy relate to an area where there is a lack of published research or other evidence? 6. Does the policy relate to an area where there are known inequalities? 7. Does this policy align to our corporate objectives, as defined in our corporate plan? Does it adhere to our Welsh Language Standards?

8. Have all relevant sustainable development, equalities and safeguarding implications
9. been taken into consideration? For example, what are the procedures that need to be in place to protect children?
- 10.
11. How much will this cost to implement and what funding source has been identified?
- 12.
13. How will performance of the policy be measured and the impact evaluated

General Questions:

Empowering Communities

- How are we involving local communities and empowering them to design and deliver services to suit local need?
- Do we have regular discussions with communities about service priorities and what level of service the council can afford to provide in the future?
- Is the service working with citizens to explain the role of different partners in delivering the service, and managing expectations?
- Is there a framework and proportionate process in place for collective performance assessment, including from a citizen's perspective, and do you have accountability arrangements to support this?
- Has an Equality Impact Assessment been carried out? If so, can the Leader and Cabinet/Senior Officers provide members with copies and a detailed explanation of the EQIA conducted in respect of these proposals?
- Can the Leader and Cabinet/Senior Officers assure members that these proposals comply with Equality and Human Rights legislation? Do the proposals comply with the Local Authority's Strategic Equality Plan?

Service Demands

- How will policy and legislative change affect how the council operates?
- Have we considered the demographics of our council and how this will impact on service delivery and funding in the future?
- Have you identified and considered the long-term trends that might affect your service area, what impact these trends could have on your service/your service could have on these trends, and what is being done in response?

Financial Planning

- Do we have robust medium and long-term financial plans in place?
- Are we linking budgets to plans and outcomes and reporting effectively on these?

Making savings and generating income

- Do we have the right structures in place to ensure that our efficiency, improvement and

transformational approaches are working together to maximise savings?

- How are we maximising income?
- Have we compared other council's policies to maximise income and fully considered the implications on service users?
- Do we have a workforce plan that takes into account capacity, costs, and skills of the actual versus desired workforce?

Questions to ask within a year of the decision:

- Were the intended outcomes of the proposal achieved or were there other results?
- Were the impacts confined to the group you initially thought would be affected i.e. older people, or were others affected e.g. people with disabilities, parents with young children?
- Is the decision still the right decision or do adjustments need to be made?

Questions for the Committee to conclude...

Do we have the necessary information to form conclusions/make recommendations to the executive, council, other partners? If not, do we need to:

- (i) Investigate the issue in more detail?
- (ii) Obtain further information from other witnesses – Executive Member, independent expert, members of the local community, service users, regulatory bodies...

Agree further actions to be undertaken within a timescale/future monitoring report...

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SUBJECT: PUBLIC SPACES PROTECTION ORDER FOR DOG CONTROLS

MEETING: Place Scrutiny Committee

DATE: 25th May 2023

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 To provide the Committee with an opportunity to scrutinise the draft Public Spaces Protection Order (PSPO) for dog controls in Monmouthshire proposed to be introduced under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014, prior to public consultation on the Order.

2. RECOMMENDATIONS:

- 2.1 Members consider and comment on the proposed draft PSPO (Appendix One) for dog controls in Monmouthshire.
- 2.2 Any amendments proposed by Members to the draft PSPO are incorporated into the Order prior to public consultation.
- 2.3 That a report is then provided to this Committee, following public consultation feedback on the draft PSPO, for pre-decision scrutiny before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for a Sustainable Economy), for decision.

3. KEY ISSUES:

- 3.1 The Anti-social Behaviour, Crime and Policing Act 2014 introduced new powers for use by Councils to address anti-social behaviour, including Public Spaces Protection Orders (PSPOs). Under the provisions of the Act, local authorities must be satisfied on reasonable grounds that the activity subject to an Order:
- has, or is likely to have, a detrimental effect on the quality of life of those in the locality.
 - is, or is likely to be, persistent or continuing in nature.
 - is, or is likely to be, unreasonable.
 - justifies the restrictions being imposed.
- 3.2 The aim is to stop the unreasonable behaviour in public spaces by introducing restrictions on the use of an area. A public space is defined as *'any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.'*

- 3.3 When assessing what is 'unreasonable' activity, there is a need to balance the rights of the community to enjoy public spaces, with the civil liberties of individuals and groups who may be affected by any restrictions imposed.
- 3.4 This is the fourth report to Scrutiny Committee on the potential introduction of a PSPO for dog controls in the county.
- 3.5 **12th March 2020 report to Strong Communities Select Committee.** Members endorsed a public consultation to be undertaken on the introduction of a PSPO. This consultation delayed by the onset of the Covid pandemic, was undertaken between July and October 2021.
- 3.6 **10th March 2022 report to Strong Communities Select Committee.** Members were informed of the findings of the 3 month public consultation, which included over 1300 completed questionnaires. Members endorsed:
- the findings of the public consultation to be shared with relevant stakeholders (including Town and Community Councils and relevant council departments) responsible for public spaces in the county, to establish what controls, if any, they considered were needed and to identify specific locations accordingly.
 - the draft PSPO, when progressed, to include for the following offence: ***for a person in charge of a dog when in a public space in the county failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control, or causing alarm or distress or to prevent a nuisance.***
- 3.7 **19th April 2023 report to Place Scrutiny Committee.** Members were informed of the findings of engagement with relevant stakeholders. Members endorsed:
- the proposed continued engagement with relevant stakeholders on the potential introduction of Dogs on Leads and Dog Exclusion Areas in a draft PSPO.
 - the draft PSPO, when progressed, to include for the following offences:
A person in charge of a dog which has defecated on any public space in the county failing to remove the faeces from the land forthwith unless they can show that:
(a) they have a reasonable excuse for failing to do so; or
(b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to their failing to do so;
A person in charge of a dog must have with them an appropriate means to pick up any faeces deposited by that dog, and must produce this if requested to do so by an Authorised Officer.

- 3.8 The aforementioned three offences endorsed by Committee, with phrasing slightly amended for legal clarity, have been included in the draft PSPO.
- 3.9 Following the most recent report to Place Committee on the 19th April 2023 engagement continued with Town and Community Councils and the relevant council departments on the Dogs on Leads and Dog Exclusion Areas to be included in the draft PSPO.
- 3.10 **Exemptions.** In compliance with the duties expressed within the Equality Act 2010, an Equalities Impact Assessment has been undertaken to determine how the PSPO may impact on groups with protected characteristics. This is provided in the Integrated Impact Assessment, Appendix Two. The draft PSPO includes relevant exemptions for disabled persons and working dogs.
- 3.11 Articles 10 and 11 of the Human Rights Act 1998 regarding freedom of expression and freedom of assembly and association have been considered and no issues have been identified.
- 3.12 **Consultation.** There are requirements under the Anti-Social Behaviour, Crime and Policing Act 2014 regarding consultation before introducing a PSPO. Local authorities are obliged to consult with the local chief officer of police; the police and crime commissioner; owners or occupiers of land within the affected area where reasonably practicable, and appropriate community representatives. There are no statutory requirements about the length of the consultation process.
- 3.13 A 2 month wide ranging open public consultation on the draft PSPO is proposed which will include, but not limited to:
- the Chief Officer Gwent Police, the Office of the Police and Crime Commissioner, elected Members, Council Officers, the general public and external agencies, especially those with a vested interest such as Keep Wales Tidy, Dogs Trust and the Kennel Club.
 - large private landowners with responsibility for public spaces in the county such as Registered Social landlords, CADW, National Trust, Woodland Trust, Natural Resources Wales and Bannau Brycheiniog.
 - vulnerable user groups identified by the Integrated Impact Assessment.
- 3.14 Following public consultation a further report to be provided to Place Scrutiny Committee with feedback and the proposed PSPO Order for pre-decision scrutiny before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for a Sustainable Economy), for decision.
- 3.15 **Resources.** Initial estimates are that 350 signs are needed (circa £30000). This crosses Directorate responsibility and includes signage needed for Dogs on Leads / Exclusion Areas in some public spaces which are the responsibility of Town / Community Councils and private landowners. Cost allocation to be considered in the next report which presents the PSPO Order for pre-decision scrutiny.

- 3.16 **Enforcement.** The introduction of a PSPO would mean that the existing Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998, would no longer have effect.
- 3.17 Breach of a PSPO is a criminal offence with a fine liable on prosecution in court of up to £1000. Authorised Officers can issue a Fixed Penalty Notice (FPN) to offer the recipient the opportunity to discharge liability for the offence. FPN levels for breach of a PSPO were agreed by Cabinet on the 7 September 2016 and are £100 payable within 14 days, reduced to £75 if paid within 10 days. This reflects a slight increase for breach of the existing Designation Order of £75 discounted to £50 for early payment.
- 3.18 A constable or an authorised person of the council may issue a FPN for breach of a PSPO. Noting the PSPO crosses Directorate responsibility, delegated authority to council officers for issuing a FPN to also be considered in the next report for pre-decision scrutiny.

4. INTEGRATED IMPACT ASSESSMENT, (includes equality, future generations, social justice, safeguarding and corporate parenting):

- 4.1 The completed Integrated Impact Assessment is provided in Appendix Two, attached.
- 4.2 Vulnerable user groups to be directly consulted on the draft PSPO and the proposed exemptions.

5. OPTIONS APPRAISAL:

- 5.1 To continue using the Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998 with regard to fouling or, as proposed, to further fully consider the option of introducing a PSPO to deal with dog control issues in the county.

6. EVALUATION CRITERIA:

- 6.1 A progress report to Place Scrutiny Committee one year after implementation of a PSPO.
- 6.2 A PSPO can be made for a maximum duration of up to three years, after which it may be extended if certain criteria under the Act are met. This includes that an extension is necessary to prevent activity recurring. Extensions can be repeated, with each lasting for a maximum of three years. A further consultation process is required if a PSPO time period is to be extended.

7. REASONS:

- 7.1 Despite the efforts of responsible dog owners and collaborative working through initiatives such as the Give Dog Fouling the Red Card group, dog fouling continues to be a problem. Requiring people to clean up after their dogs which foul on any public space in the county and restricting access to certain areas appears to be a justified, proportionate response to the ongoing issue.

- 7.2 To enable further scrutiny on the draft PSPO prior to public consultation.
- 7.3 To enable further scrutiny on the PSPO before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for a Sustainable Economy), for decision. To ensure fair, transparent, efficient and effective discharge of powers available to the Council under the Act.

8. RESOURCE IMPLICATIONS:

- 8.1 Costs of consultation to be absorbed by existing budgets. If a PSPO for dog controls is introduced there will be cost implications including for enclosing or otherwise demarcating designated areas, signage and enforcement, to be considered in later reports.

9. CONSULTEES

Chief Officer Social Care and Health
Head of Public Protection
Estates Development Manager, Landlord Services
Head of Waste & Street Services
Chief Officer People and Governance
Chief Operating Officer for Mon Life
Chief Officer Children and Young People
Environment & Culture Manager
Youth Offending Team Service Manager

10. BACKGROUND PAPERS:

Report to Strong Communities Select Committee 'Public Spaces Protection Order' for Dog Controls, 12th March 2020.

Report to Strong Communities Select Committee 'Public Spaces Protection Order' for Dog Controls, 10th March 2022.

Report to Place Scrutiny Committee, 'Public Spaces Protection Order for Dog Controls' 19th April 2023

- 11 AUTHOR:** Huw Owen, Principal Environmental Health Officer

- 12. CONTACT DETAILS:** Tel 01873 735433; E-mail: huwowen@monmouthshire.gov.uk

Appendices

Appendix One: Draft Public Spaces Protection Order.
Appendix Two: Integrated Impact Assessment.

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MONMOUTHSHIRE COUNTY COUNCIL

ANTI-SOCIAL BEHAVIOUR, CRIME & POLICING ACT 2014

MONMOUTHSHIRE COUNTY COUNCIL (DOG CONTROL) PUBLIC SPACES PROTECTION ORDER 2023

Monmouthshire County Council (“the Council”) hereby makes the following Public Spaces Protection Order (“the Order”) in exercise of its powers under Section 59 of the Anti-Social Behaviour, Crime & Policing Act 2014 (“the Act”).

- 1) This Order may be cited as the Monmouthshire County Council (Dog Control) Public Spaces Protection Order 2023.
- 2) This Order will come into force on XXXXX and will remain in force for a period of three years unless varied or discharged by further orders of the Council.

3) INTRODUCTION

- a) People who fail to clean up after their dogs on publicly accessible land cause nuisance to others. The presence of dog faeces is a potential hazard to all members of the public, it presents a risk to health, defaces land and has the potential to deface people and their property.
- b) When not properly supervised and kept under control, dogs that are allowed off a lead in public areas may cause road traffic accidents and may cause nuisance or injury to members of the public and to other animals.
- c) Dogs in children’s play areas may become aggressive if startled. They may also defecate in these areas, defacing and causing a health risk to the children that use them.
- d) This Order is made because the Council is satisfied on reasonable grounds that the behaviour set out above has had, and is likely to continue to have, a detrimental effect on the quality of life of people within Monmouthshire.
- e) This Order seeks to prevent or reduce the detrimental effects referred to above, by imposing reasonable restrictions and requirements on people while in charge of dogs on public land. It seeks to facilitate the safe sharing of our public spaces, while recognising that people should be able to exercise their dogs off lead in public areas, providing their dogs are under control and behaving appropriately.

4) Definitions and Interpretation

- a) In the following provisions of this Order, the following terms shall have the meanings hereby respectively ascribed to them:

“Authorised Person” means a Police Constable or a person authorised in writing by the Council for the purposes of this Order.

“Police Constable” means any person lawfully designated and authorised by a Chief Officer of Police to exercise the powers and duties of a Police Constable.

“Person in Charge” means the person who has the dog in his possession, care or company at the time the offence is committed or otherwise, the owner or person who habitually has the dog in his possession.

“Public Space” means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

“Appropriate Receptacle” means any bag, or receptacle which is designed for the purpose of holding dog faeces for disposal.

“ For the purposes of this Order, a “disability” means a condition that qualifies as a disability for the purposes of the Equality Act 2010 and a “disabled person” means a person who has such a disability.

- b) Except when the context otherwise requires, the singular includes the plural and vice-versa.
- c) Reference to an Act of Parliament, statutory provision or statutory instrument includes a reference to that Act of Parliament, statutory provision or statutory instrument as amended, extended or re-enacted from time to time and to any regulations made under it.

5) RESTRICTIONS AND REQUIREMENTS

- a) The effect of the Order is to impose the restrictions and requirements as set out in Parts 1 to 5 below.

PART 1 – DOG FOULING

- 1) If a dog defecates at any time on land to which this part of the Order applies, and the person who is in charge of the dog at that time fails to remove the faeces from the land forthwith, that person shall be guilty of an offence unless they can show that:
- a) they have a reasonable excuse for failing to do so; or

- b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to the person failing to do so;
- 2) This part of the Order applies to all public places in the County of Monmouthshire.
- 3) For the purpose of this part of the Order:
- a) placing the faeces in a receptacle on the land which is provided for this purpose, or for the disposal of waste, shall be a sufficient removal from the land;
 - b) being unaware of the defecation (whether by reason of not being in the vicinity or otherwise), or not having a device for or other suitable means of removing the faeces, shall not be a reasonable excuse for failing to remove the faeces.

PART 2 – APPROPRIATE RECEPTACLE FOR PICKING UP DOG FAECES.

- 1) If a person who is in charge of a dog at any time on land to which this part of the Order applies does not have or produce when requested by an Authorised Person an appropriate receptacle to pick up any faeces deposited by that dog, that person shall be guilty of an offence unless they can show that:
- a) they have a reasonable excuse for failing to do so; or
 - b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to the person failing to do so;
- 2) This part of the Order applies to all public places in the County of Monmouthshire.

PART 3 – DOGS ON LEADS BY DIRECTION.

- 1) A person in charge of a dog will be guilty of an offence if at any time on land to which this part of the Order applies, they fail to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control, or causing alarm or distress or to prevent a nuisance, unless they can show that:
- a) they have a reasonable excuse for failing to do so; or
 - b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to the person failing to do so;
- 2) For these purposes, a “lead” means any rope, cord, leash or similar item used to tether, control or restrain a dog, but does not include any such item which is not actively being used as a means of restraint so that the dog remains under a person’s close control.
- 3) This part of the Order applies to all public places in the County of Monmouthshire.

PART 4 – DOGS ON LEADS.

- 1) A person in charge of a dog will be guilty of an offence if at any time on land to which this part of the Order applies, they fail to keep the dog on a lead of not more than 2 metres in length unless they can show that:
 - a) they have a reasonable excuse for failing to do so; or
 - b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to the person failing to do so;
- 2) This part of the Order applies to the land in the County of Monmouthshire identified as “Leads Only (LO)” in the Reference List annexed hereto and further identified by the plans referred to therein.

PART 5 – DOG EXCLUSION.

- 1) A person in charge of a dog will be guilty of an offence if at any time that person takes the dog onto, or permits the dog to enter or remain on, any land to which this part of the Order applies, unless they can show that:
 - a) they have a reasonable excuse for failing to do so; or
 - b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to the person failing to do so;
- 2) This part of the Order applies to the land in the County of Monmouthshire. identified as “Exclusion (E)” in the Reference List annexed hereto and further identified by the plans referred to therein.

EXEMPTIONS

- 1) The provisions in Parts 1 and 2 of this Order (fouling / appropriate receptacle) do not apply to a person who:
 - a) is registered as partially sighted or blind, in a register compiled under Section 29 of the National Assistance Act 1948; or
 - b) is registered as “sight-impaired”, “severely sight-impaired” or as “having sight and hearing impairments which in combination, have a significant effect on their day to day lives”, in a register compiled under Section 18 of the Social Services and Wellbeing (Wales) Act 2014; or
 - c) has a disability which affects their mobility, manual dexterity, physical co-ordination, or ability to lift, carry, or otherwise move everyday objects, such that they cannot reasonably be expected to remove the faeces; or
 - d) has some other disability, such that they cannot reasonably be expected to remove the faeces.

- 2) The dog exclusion provisions in Part 5 of this Order shall not apply to a dog trained by a registered charity to assist a person with a disability and upon which a disabled person relies for assistance.
- 3) Nothing in this Order shall apply to the normal activities of a working dog, whilst the dog is working.

This includes dogs that are being used for work in connection with emergency search and rescue, law enforcement and the work of Her Majesty's armed forces; farm dogs that are being used to herd or drive animals; dogs that are being lawfully used for the capture or destruction of vermin and dogs that are being lawfully used for the purposes of hunting.

- 4) Where the person in charge of a dog wishes to rely upon any of the exemptions set out in this Order, the burden will be on that person to prove that they satisfy the requirements of the exemptions being relied upon

OFFENCES

It is an offence for any person without reasonable excuse to:

- (a) do anything that a person is prohibited from doing by this Order; or
- (b) fail to comply with a requirement to which a person is subject to under this Order.

Any person guilty of an offence under this Section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

A Constable or an Authorised Person may under S.68 of the Anti-Social Behaviour, Crime and Policing Act 2014, issue a fixed penalty notice to anyone they have reason to believe has committed an offence under S.67 of that Act in relation to this Order. Failure to pay the fixed penalty will result in prosecution.

APPEALS

Any challenge to this Order must be made in the high Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits any of the areas affected by this Order. This means that only those who are directly affected by the restrictions have the power to challenge. The right to challenge also exists where an Order is varied by the Council.

Interested persons can challenge the validity of this Order on two grounds: that the Council did not have power to make the Order, or to include particular prohibitions or requirements; or that a requirement of the legislation was not complied with in relation to the Order.

Dated this xxxxx day of xxxxx 2023.

The COMMON SEAL of MONMOUTHSHIRE COUNTY COUNCIL

was hereunto affixed in the presence of:

Authorised Officer

Sealing Number xxxxxxxx

Annex 1

Public Spaces Protection Order – Dog Controls Reference List

Reference	Location	Exclusion (E) or Lead Only (LO)
Abergavenny		
ABVY-PSPO-001	Swan Meadows play area off Cross Street Abergavenny	E
ABVY-PSPO-002	23 Waterside, Abergavenny	E
ABVY-PSPO-003	Bailey Park play area, Abergavenny	E
ABVY-PSPO-004	Union Road play area, Abergavenny	E
ABVY-PSPO-005	Belgrave Park play area, Abergavenny	E
ABVY-PSPO-006	Maes Y Llarwydd play area, Abergavenny	E
ABVY-PSPO-007	13 Beaupreu Place play area, Abergavenny	E
ABVY-PSPO-008	Underhill playing field play area off Old Hereford Rd, Abergavenny	E
ABVY-PSPO-009	Behind 38 Rother Avenue, Abergavenny play area	E
ABVY-PSPO-010	26 Glan Gavenny play area, Abergavenny	E
ABVY-PSPO-011	Croesonen Gardens play area Abergavenny	E
ABVY-PSPO-012	Skate Park Abergavenny, Old Hereford Rd	LO
ABVY-PSPO-013	Bailey Park sports pitches, Abergavenny	E
ABVY-PSPO-014	Lower Meadow Aber sports pitches, Abergavenny	E
ABVY-PSPO-015	Old Hereford Road Cemetery, Abergavenny	LO
ABVY-PSPO-016	Linda Vista Gardens, Tudor Street, Abergavenny	LO
ABVY-PSPO-017	Abergavenny Castle, Castle Street,	LO
ABVY-PSPO-018	King Henry VIII school and Leisure Centre, Old Hereford Rd, Abergavenny	E
ABVY-PSPO-019	Deri View Primary School, St David's Rd Abergavenny	E
ABVY-PSPO-020	Cantref school, Harold Rd Abergavenny	E
ABVY-PSPO-021	Our Lady of St Michaels school Pen y Pound, Abergavenny	E
Caerwent		
CWT-PSPO-022	Play area rear of 12 Kilpale Close Caerwent	E
CWT-PSPO-023	Play area 52 Merton Green Caerwent	E
CWT-PSPO-024	Play area 10a Lawrence Crescent, Caerwent	E
CWT-PSPO-025	Play area 1 Green Lane Farm Ash Tree Road, Caerwent	E
CWT-PSPO-027	Trewen sports pitch and play area	E
CWT-PSPO-028	Llanfair Discoed Playing Fields	E
CWT-PSPO-029	Caerwent Playing fields and play area at village hall	LO
Caldicot		
CDT-PSPO-031	Caldicot Skate park, Mill Lane	LO
CDT-PSPO-032	Spine footpath play area off Margretts Way, Caldicot	E
CDT-PSPO-033	21 Clos Ystwyth play area Caldicot	E
CDT-PSPO-034	Birbeck road play area Caldicot	E

CDT-PSPO-035	2 Heol Trefi play area Caldicot	E
CDT-PSPO-036	Rear of 2 Nedden Court Caldicot - wild play	E
CDT-PSPO-037	Caldicot Castle Country Park children's play area, Caldicot	E
CDT-PSPO-038	23 Clos Rheidol play area, Caldicot	E
CDT-PSPO-039	Longfellow Road play area, Caldicot adjacent to Caldicot RFC	E
CDT-PSPO-040	14 Clos Alwen play area, Caldicot	E
CDT-PSPO-041	10 Heol Towy play area, Caldicot	E
CDT-PSPO-042	20 Heol Teifi play area, Caldicot	E
CDT-PSPO-043	1 Oakley Close play area Caldicot	E
CDT-PSPO-044	Rear of 12 Moorlands View play area	E
CDT-PSPO-045	Caldicot Rugby Club pitches, Longfellow Rd	E
CDT-PSPO-046	Railway View Caldicot play area	E
CDT-PSPO-047	George V playing fields play area	E
CDT-PSPO-048	George V playing fields	E
CDT-PSPO-049	Mill Lane pitches	E
CDT-PSPO-050	Caldicot Castle	LO
CDT-PSPO-051	Caldicot Castle FC pitches	E
CDT-PSPO-052	Caldicot Castle Country Park Lake	LO
CDT-PSPO-053	Castle Park Primary School	E
CDT-PSPO-054	Dewstow Primary School	E
CDT-PSPO-055	Durand Primary	E
CDT-PSPO-056	Ysgol Gymraeg y Ffin, Sandy Lane, Caldicot	E
CDT-PSPO-057	Caldicot School and Leisure Centre	E
Chepstow		
CHW-PSPO-058	Bulwark Play Area, Bulwark Road, Chepstow	E
CHW-PSPO-059	Meadow Walk play area	E
CHW-PSPO-060	Piggy's Hill Skateboard Park, Bulwark Park, Bulwark, Chepstow	LO
CHW-PSPO-061	12 Pentperry Park play area, Chepstow	E
CHW-PSPO-062	55 Hardwick Avenue play area, Chepstow	E
CHW-PSPO-063	Play area Castle Dell Park, Chepstow	E
CHW-PSPO-064	116 Western Avenue play area, Chepstow	E
CHW-PSPO-065	Play area rear of 24 Larkfield Close, Chepstow	E
CHW-PSPO-066	Play area The Danes St Kingsmark Avenue, Chepstow	E
CHW-PSPO-067	Play area 43 Summerhouse Lane, Chepstow	E
CHW-PSPO-068	Play area 21 Garvey Close, Chepstow	E
CHW-PSPO-069	Play area 32 Phoenix Drive, Chepstow	E
CHW-PSPO-070	Play area Woolpitch Wood, Chepstow	E
CHW-PSPO-071	Play area 18 Wallwern Wood, Chepstow	E
CHW-PSPO-072	Play area 15 Castle Wood, Chepstow	E
CHW-PSPO-073	Play area 14 St Lawrence Park (1), Chepstow	E
CHW-PSPO-074	Play area, St Lawrence Park (2), Chepstow	E

CHW-PSPO-075	Play area Alcove Wood, Chepstow	E
CHW-PSPO-076	Play area Bayfield Park, Chepstow	E
CHW-PSPO-077	Play area Bayfield Wood Close (2) Chepstow	E
CHW-PSPO-078	Play area 16 Strongbow Road, Chepstow	E
CHW-PSPO-079	Play area, side of 15 Fisherman's Walk, Bulwark, Chepstow	E
CHW-PSPO-080	Chepstow Cemetery, Bulwark (both old and new sections)	LO
CHW-PSPO-081	Chepstow AFC Larkfield Chepstow	E
CHW-PSPO-082	Chepstow Rugby Club, Western Ave, Chepstow	E
CHW-PSPO-083	Thornwell AFC football pitch, Chepstow	E
CHW-PSPO-084	Garden City sports pitch Chepstow	E
CHW-PSPO-085	Chepstow School and Leisure Centre	E
CHW-PSPO-086	Pembroke Primary School, Fairfield Rd, Bulwark, Chepstow	E
CHW-PSPO-087	St Mary's Roman Catholic Primary, Bulwark Rd, Chepstow	E
CHW-PSPO-088	The Dell Primary School, Welsh St, Chepstow	E
CHW-PSPO-089	Thornwell Primary School, Thornwell Rd, Chepstow	E
Crucorney		
CRC-PSPO-090	Llanvihangel Crucorney Primary School	E
CRC-PSPO-091	Crucorney play area Wern Gifford	E
Devauden		
DEV-PSPO-092	Play area 14 Wesley Way, Devauden, Chepstow	E
Gobion Fawr		
GOF-PSPO-093	Play area 8 St Davids Cres, Llanddewi Rhydderch	E
GOF-PSPO-094	The Bryn Play Area	E
GOF-PSPO-095	Llanvapley Sports + Social Assoc, off B4233, Llanvapley	E
Goytre Fawr		
GYF-PSPO-096	Recreation Ground and play area Goytre (excluding dog walking area)	E
GYF-PSPO-097	Clos Telyn play area, Goytre	E
GYF-PSPO-098	Goytre Community Garden Capel Ed Church	LO
GYF-PSPO-099	Goytre Primary School	E
Llanbadoc		
LLB-PSPO-100	Llanbadoc Island play area, Llanbadoc	E
LLB-PSPO-101	Usk Island play area USK	E
LLB-PSPO-102	Pocket park play area, Little Mill	E
LLB-PSPO-103	Glascoed Common play area Glascoed, Usk	E
LLB-PSPO-104	Cae Melin play area Little Mill	E
LLB-PSPO-105	Usk Island sports pitch	E

Llanelly		
LLY-PSPO-106	Clydach Recreation Ground play area	E
LLY-PSPO-107	Play area at Llanelly Hill playing fields	E
LLY-PSPO-108	Play area at Penllwyn open space Llanelly Hill	E
LLY-PSPO-109	Llanelly Cemetery, Gilwern	LO
LLY-PSPO-110	Gilwern sports pitches, MUGA and play area	E
LLY-PSPO-111	Gilwern recreation ground	LO
LLY-PSPO-112	Clydach AFC sports pitch	E
LLY-PSPO-113	Clydach recreation ground	LO
LLY-PSPO-114	Gilwern Primary school	E
Llanfoist Fawr		
LLF-PSPO-115	Play area at 47 Thomas Hill Close, Abergavenny	E
LLF-PSPO-116	Play area at 6 St Faith's Close, Abergavenny	E
LLF-PSPO-117	Play area at rear of 10 Maeshyfryd Govilon	E
LLF-PSPO-118	King George V Field, Govilon	E
LLF-PSPO-119	Centenary Field, Llanfoist	E
LLF-PSPO-120	Owain Glyndwr Field, Llanellen	E
LLF-PSPO-121	Llanfoist Cemetery, Abergavenny	LO
LLF-PSPO-122	Llanfoist Fawr Primary School	E
Llangybi		
LLG-PSPO-123	Play area at 13 St Cybi Avenue Llangybi	E
Llantilio Pertholey		
LLP-PSPO-124	Ysgol Gymraeg Y Fenni, St Davids Rd, Abergavenny	E
LLP-PSPO-125	Play area rear of 104 Dan Y Deri Abergavenny	E
LLP-PSPO-126	Play area rear of 30 Danyderi Abergavenny	E
LLP-PSPO-127	Llantilio Pertholey Primary school	E
Magor & Undy		
MAU-PSPO-128	Play area 12 Rockfield View, Undy	E
MAU-PSPO-129	Play area 18 Cowlease Magor	E
MAU-PSPO-130	Play area Redwick Road Magor	E
MAU-PSPO-131	Play area 12 Windsor Park, Magor	E
MAU-PSPO-132	Play area 25 Manor Chase, Undy	E
MAU-PSPO-133	Play area 3 Windsor Close Magor	E
MAU-PSPO-134	Play area Kensington Park, Magor	E
MAU-PSPO-135	Play area at Undy football club Undy	E
MAU-PSPO-136	Sports pitches at Undy football club Undy	E
MAU-PSPO-137	Undy AFC (other parts of site not pitches or play area)	LO
MAU-PSPO-138	Sycamore Play area - next to Magor Church of wales school	E
MAU-PSPO-139	Play area Mill Reen Magor/ Rear 39 Cowlease Magor	E

MAU-PSPO-140	Play area Elm Avenue Undy/ 10 Yew tree Close	E
MAU-PSPO-141	Magor CIW School, Sycamore sports Field	E
MAU-PSPO-142	Magor CiW School	E
MAU-PSPO-143	Undy Primary	E
Mitchel Troy		
MTR-PSPO-144	Mitchel Troy play area	E
Monmouth		
MON-PSPO-145	Play area at Chippenham Mead, Monmouth	E
MON-PSPO-146	Play area at Monnow Keep, Monmouth	E
MON-PSPO-147	Play area at Troy Gardens, Monmouth	E
MON-PSPO-148	Play area at 25 Cornwallis Way Rockfield Estate, Monmouth	E
MON-PSPO-149	Play area at Tudor Road Wyesham Monmouth	E
MON-PSPO-150	Play area at Woodland View Wyesham, Monmouth	E
MON-PSPO-151	Play area at Hendre Close Monmouth	E
MON-PSPO-152	Play area rear of 49 Kings Fee playing field Monmouth	E
MON-PSPO-153	Play area at 21 Oaklands Dive, Rockfield Monmouth	E
MON-PSPO-154	Play area at 17 Willow Drive, Rockfield, Monmouth	E
MON-PSPO-155	Play area 19 Maple Drive, Rockfield, Monmouth	E
MON-PSPO-156	Play area 5 Jordan Way, Rockfield, Monmouth	E
MON-PSPO-157	Play area at Carbonne Close, Monmouth	E
MON-PSPO-158	Play area at 17 Goldwire Lane, Monmouth	E
MON-PSPO-159	Play area at 17 Cornpoppy Avenue, Rockfield Monmouth	E
MON-PSPO-160	Play area next to Osbaston Infants school, Monmouth	E
MON-PSPO-161	Sports pitches at Chippenham Mead	E
MON-PSPO-162	Rockfield sports pitch	E
MON-PSPO-163	Football pitch Tudor Rd Wyesham	E
MON-PSPO-164	Monmouth Cemetery, Osbaston	LO
MON-PSPO-165	Kymin View Primary	E
MON-PSPO-166	Overmonnow School	E
MON-PSPO-167	Osbaston Primary school	E
MON-PSPO-168	Monmouth Comprehensive school and leisure centre	E
Portskewett		
PSK-PSPO-169	Quest Field play area and benches	LO
PSK-PSPO-170	Play area rear of 2 Walker flats Sudbrook	E
PSK-PSPO-171	Archbishop Rowan Williams Primary	E
Raglan		
RAG-PSPO-172	Play area Prince Charles Rd Raglan	E
RAG-PSPO-173	Raglan Primary School, Station Rd	E

Rogiet		
ROG-PSPO-174	Rogiet Play Area 30 West Way, Rogiet	E
ROG-PSPO-175	Play area 20 Yew Tree Rise Rogiet	E
ROG-PSPO-176	Play area Barn Owl Road, Rogiet	E
ROG-PSPO-177	Play area 2 Buzzard Close Rogiet	E
ROG-PSPO-178	Rogiet Playing Field, sports pitch	E
ROG-PSPO-179	MUGA at playing field Rogiet	E
ROG-PSPO-180	Rogiet Primary School	E
ROG-PSPO-181	Play area 11 Poplar Close, Rogiet	E
St Arvans		
STA-PSPO-182	St Arvans King George V play area	E
Shirenewton		
SHN-PSPO-183	Shirenewton, Playgroup Nature Garden and Play Area	E
SHN-PSPO-184	Shirenewton Primary School	E
Skenfrith		
SKN-PSPO-185	Cross Ash Primary School	E
Trellech		
TRL-PSPO-186	Llanishen play area, by village hall, Llanishen	E
TRL-PSPO-187	Play area 2 Roman Way, Trellech	E
TRL-PSPO-188	Trellech Primary	E
Usk		
USK-PSPO-189	Play area Maryport Street Usk	E
USK-PSPO-190	Play area 13 Trelawny Close Usk	E
USK-PSPO-191	Play area Silure View, Usk	E
USK-PSPO-192	Play area Blestium Drive, Usk	E
USK-PSPO-193	Usk Church in Wales School	E
Whitecastle		
WTC-PSPO-194	Llanvihangel Ystern Llewern Churchyard	LO
Wye Valley		
WYV-PSPO-195	Play area Old Station Tintern	E
WYV-PSPO-196	Play area Llandogo, Holmfield Drive, Llandogo	E
WYV-PSPO-197	Play area at 2 Sylan View Tintern	E
WYV-PSPO-198	Llandogo Primary school	E

END OF DOG CONTROLS REFERENCE LIST

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Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p>Name of the Officer completing the evaluation: Huw Owen, Principal Environmental Health Officer</p> <p>Phone no: 01873 735433 E-mail: huwowen@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To provide the Committee with an opportunity to scrutinise the draft Public Spaces Protection Order (PSPO) for dog controls in Monmouthshire proposed to be introduced under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014, prior to public consultation on the Order.</p>
<p>Name of Service area</p> <p>Public Protection</p>	<p>Date</p> <p>25th May 2023</p>

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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	Young children are most likely to be exposed to dog fouling through their outside play activities and potential health impacts if personal hygiene has not fully developed.	Concern regarding impact of restricting access to parks, playing fields etc may have on elderly dog owners, particularly those with mobility issues.	Implications to be considered by stakeholders responsible for public spaces. For example accessibility of alternative public spaces for dog exercise where Dogs on Leads / Exclusion areas are proposed.

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?
Disability	Wheelchair users particularly affected by dog fouling on streets, pathways etc.	Concerns for persons with disabilities being able to pick up dog faeces.	Appropriate exemptions in the draft PSPO
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	Potential accessibility issues for parks, playing fields etc designated Dog Exclusion Areas.	Accessibility of alternative public spaces for dog exercise considered by stake holders where Exclusion areas are proposed.
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A

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?
Sexual Orientation	.None	None	N/A

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?
Socio-economic Duty and Social Justice	None	None	N/A

3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>Future public consultations PSPO and signage will need to be bi lingual – promotes Welsh language.</p>	<p>None</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>No new posts foreseen, but if created communicating in Welsh desirable, not essential.</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>This is standard practice and will continue. Letters for example contain:</p> <p>Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu yn y ddwy iaith. Byddwn yn cyfathrebu â chi yn ôl eich dewis. Ni fydd gohebu yn Gymraeg yn arwain at oedi.</p> <p>The Council welcomes correspondence in English or Welsh or both, and will respond to you according to your preference.</p>	<p>None</p>	<p>N/A</p>


	Corresponding in Welsh will not lead to delay.		
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4. 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?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Positive: Aim is to ensure the Council uses legislative tools available to be efficient and effective in carrying out its responsibilities to help provide a clean, healthy environment.	N/A
A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)	Positive: To help secure a behavioural change so that dog fouling is socially unacceptable and reduce pressure on the county, town and community councils to deal with it. Resources then freed up to deal with other priorities.	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive: Further appraisal promotes consideration of the best way to deal with dog control issues which negatively affect the community's quality of life, in a proportionate and efficient manner.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: dog fouling is considered to be the environmental problem which has the greatest impact on the look and feel of a neighbourhood. Further appraisal of options will help guide officers in the best way to help deliver behavioural change.	N/A

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?
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Positive: setting an example for developing communities which are attractive, viable and safe.	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Positive: aim is to ensure sports and play areas in Monmouthshire are free from dog fouling	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	N/A	N/A

5. 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 ongoing considerations are aimed at guiding officers / members on the best way to reduce fouling and other dog control issues in public areas both in the short and long term.	Close collaboration with Town and Community Councils to continue particularly through Give Dog Fouling the Red Card Working Group.

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>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Ongoing consultation with stakeholders responsible for public spaces in the county on the controls needed and locations.</p>	<p>Consultation feedback on draft PSPO to be fully considered.</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Ongoing consultation with stakeholders responsible for public spaces in the county on the controls needed and locations.</p>	<p>Consultation feedback on draft PSPO to be fully considered.</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Intention is to consider and where appropriate use the legislative tools available with the aim of helping to achieve behavioural change in the small percentage of dog owners who are not acting responsibly.</p>	<p>Further consultation feedback to be fully considered in due course.</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The findings of the wide ranging public consultation and ongoing stakeholder consultation to inform a proportionate, properly considered PSPO.</p>	<p>Consultation feedback to be fully considered</p>

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: 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?
Safeguarding	Having the legislative powers available helps protect the public health of all age groups.	.None	N/A
Corporate Parenting	None	None	N/A

7. What evidence and data has informed the development of your proposal?

Complaints received by Environmental Health, Waste and Street Services and participants in Give Dog Fouling The Red Card Working Group; Public consultation 26th July to 26th October 2022 – 1334 responses; Ongoing stakeholder consultation.

8. 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?

Relevant exemptions to offences required for disabled persons, where disability effects ability to pick up dog faeces; partially sighted; assistance dogs. See draft PSPO for detail of exemptions.

9. 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
2 mth public consultation on draft PSPO	June / July 2023	Huw Owen. Environmental Health

10. 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.

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Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
4	Place Scrutiny Committee 25 th May 2023	25 th May 2023	Exemptions detailed in draft PSPO

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SUBJECT: PUBLIC SPACES PROTECTION ORDER FOR DOG CONTROLS

MEETING: Place Scrutiny Committee

DATE: 19th April 2023

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 To scrutinise progress on plans to introduce a Public Spaces Protection Order, (PSPO), for dog controls in Monmouthshire under the provisions of the Anti-Social Behaviour, Crime and Policing Act 2014.

2. RECOMMENDATIONS:

- 2.1 Members consider the findings of engagement with relevant stakeholders on dog fouling in public spaces and endorse the proposal for a draft PSPO, when progressed, to include for the offence of a person in charge of a dog which has defecated on any public space in the county failing to remove the faeces from the land, as detailed in paragraph 3.8.
- 2.2 Members consider and decide on the potential inclusion in a draft PSPO of an offence if a person in charge of a dog does not have the appropriate means to pick up any faeces deposited by that dog, as detailed in paragraph 3.11.
- 2.3 Members consider and comment on the Council's current considerations and proposed continued engagement with relevant stakeholders on the potential introduction of Dogs on Leads and Dog Exclusion Areas in a draft PSPO.
- 2.4 That a further report is presented to this Committee, following engagement with relevant stakeholders (as outlined in 2.3 and 3.18), to consider a draft PSPO, if one is considered to be needed and endorse a public consultation on it.
- 2.5 That a report is then provided to this Committee, further to public consultation feedback on the draft PSPO, for pre-decision scrutiny before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for a Sustainable Economy), for decision.

3. KEY ISSUES:

- 3.1 As agreed by Strong Communities Select Committee on the 12th March 2020 a public consultation, having initially been delayed by the onset of the Covid pandemic, was undertaken between July and October 2021 on the introduction of a Public Spaces

Protection Order for dog controls, potentially covering fouling, dogs on leads and dog exclusion areas.

- 3.2 The findings of the public consultation, resulting in 1334 responses, were reported to the Stronger Communities Select Committee on the 10th March 2022.
- 3.3 The Committee endorsed the recommendation for a draft PSPO, when progressed, to include for the following offence: **A person in charge of a dog when in a public space in the county failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control, or causing alarm or distress or to prevent a nuisance.**
- 3.4 The Committee also endorsed the recommendation for the findings of the public consultation to be shared with relevant stakeholders responsible for public spaces in the county, to establish what controls, if any, they considered necessary and to identify any dogs on leads / dog exclusion areas.
- 3.5 **Dog Fouling.** Currently the issue of dog fouling is addressed in the County through the Dogs (Fouling of Land) Act 1996. However the offence of failing to remove the faeces only covers certain designated land. Crucially it does not include all public spaces.
- 3.6 As provided in the previous Committee report there was widespread support in the public consultation (87%) of responses, including from the Dogs Trust, on a blanket approach requiring dog owners to remove dog faeces if their dog fouls any land to which the public have access across the county.
- 3.7 However minimal response had been received from the larger private landowners responsible for public spaces. These have therefore been engaged further and positive responses now received from many including Brecon Beacons National Park, National Trust, Woodland Trust, a number of the Housing Associations and Town + Community Councils. No objections have been raised to the proposed provision requiring people to clean up after their dogs if the fouling is in a public space in the county.
- 3.8 It is therefore recommended that when a draft PSPO is progressed and consulted on it includes for the offence of **A person in charge of a dog which has defecated on any public space in the county failing to remove the faeces from the land forthwith unless they can show that:**
(a) they have a reasonable excuse for failing to do so; or
(b) the owner, occupier, or other person or authority having control of the land has consented (generally or specifically) to their failing to do so;
- 3.9 There is a clear need to carefully consider the potential impact of a PSPO on different sections of our communities. Exemptions to the offence will therefore need to be included for persons with certain disabilities who are not being able to pick up dog faeces; and for working dogs such as those used in law enforcement, farm dogs used to drive animals etc.
- 3.10 **Appropriate means for picking up dog faeces.** This was not included in the July to October 2021 public consultation but has since been proposed for consideration following the recent stakeholder consultation.

- 3.11 The offence for consideration in the draft PSPO is **A Person in Charge of a dog must have with them an appropriate means to pick up any faeces deposited by that dog, and must produce this if requested to do so by an Authorised Officer.**
- 3.12 For context, to assist Members considerations, 15 of the 22 Welsh Local Authorities have a PSPO for dog controls and of these 8 make it an offence if a dog owner does not carry an appropriate receptacle / bag.
- 3.13 **Dogs on Leads Areas and Dog Exclusion Areas.** The provision of such areas were considered in the 2021 public consultation. Responses given for agreeing to such areas include owners having more control over their dogs so reducing the amount of uncollected faeces; reduce fouling levels on marked sports pitches / school grounds; and safety of children from out of control dogs. Reasons given in disagreement include dogs can be under control without being on leads and dogs require off lead exercise.
- 3.14 As agreed by Members in the March 2022 report, a summary of the public consultation has been shared and a view sought from relevant stakeholders responsible for public spaces in the county, including relevant sections of the council, each Town and Community Council and large private landowners.
- 3.15 **Dog Exclusion Areas.** The Council's Grounds and Cleansing section has proposed that dogs should be excluded from all marked sports pitches and children's play areas in the county. The majority of these will be owned by the county council (circa 10 marked pitches and 99 play areas) but a number are otherwise owned by Town and Community Councils (7 pitches and 13 play areas) and Housing Associations (9 play areas). There are also a number of other exemption areas proposed by stakeholders (8 in total to date).
- 3.16 The Council's Children and Young People and Mon Life Directorates have proposed that dogs should be excluded from all all school and leisure centre fields in the county. There are 34 in total.
- 3.17 **Dogs on Leads Areas.** The Council's Estates section has proposed 5 'open' cemeteries in the county; the Grounds and Cleansing section 4 skate parks and 1 garden (Linda Vista). Again there are also a number of other Leads Areas proposed by other stakeholders (7 to date).
- 3.18 A list of the proposed Dog Exclusion / Leads Areas has been sent to the relevant Town and Community Councils and landowners if privately owned, to seek their agreement or otherwise comment. It is hoped that this will result in an agreed definitive list of areas to be included in a draft PSPO.
- 3.19 There will be a cost for introducing Dog Exclusion / Leads Areas, as each location will need signs to make users aware of the restrictions in place. In addition some locations may need fences or other means for enclosing or otherwise demarcating designated areas.
- 3.20 Detail of costs to be provided with the draft PSPO in the next report if Members agree to progress but initial estimates are that 400 signs are needed (circa £35000). This crosses

Directorate responsibility and so the cost allocation will need consideration, again to be considered in the next report.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION, (includes social justice, safeguarding and corporate parenting):

4.1 The completed 'Equalities & Future Generations Evaluation' form is provided as Appendix One, attached.

4.2 There is a clear need to consider carefully the potential impact of a PSPO on different sections of our communities. Consultation responses include concerns for persons with certain disabilities not being able to pick up dog faeces, and consideration will need to be given to the application of appropriate exemptions in this regard. A PSPO will need to ensure the varied needs of our communities are considered, positively impacting the wellbeing goal of a healthier Wales.

5. OPTIONS APPRAISAL:

5.1 To continue using the Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998 with regard to fouling or, as proposed, to further fully consider the legislative tools available in dealing with dog control issues in the county.

5.2 To continue engagement with relevant Town and Community Councils and landowners with responsibility for public spaces to list the areas where Dogs on Leads and Dog Exclusion restrictions are needed.

5.3 To consider the outcomes of the engagement in a further report to Place Scrutiny Committee, and to seek endorsement of a public consultation on a draft Public Spaces Protection Order.

6. EVALUATION CRITERIA:

6.1 A progress report to Place Scrutiny Committee one year after implementation of a PSPO.

6.2 A PSPO can be made for a maximum duration of up to three years, after which it may be extended if certain criteria under the Act are met. This includes that an extension is necessary to prevent activity recurring. Extensions can be repeated, with each lasting for a maximum of three years. A further consultation process is required if a PSPO time period is to be extended.

7. REASONS:

7.1 Despite the efforts of responsible dog owners and collaborative working through initiatives such as the Give Dog Fouling the Red Card group, dog fouling continues to be a problem. Requiring people to clean up after their dogs which foul on any public space in the county, appears to be a justified, proportionate response to the ongoing issue.

- 7.2 To ensure the potential requirement / offence for persons in charge of a dog in a public space to carry a means for collecting dog mess is fully considered.
- 7.3 There will be costs attributable to the introduction of Dogs on Leads / Exclusion Areas so continued Member scrutiny and support is crucial if this is to be progressed.
- 7.4 To enable further scrutiny on the draft PSPO prior to public consultation.
- 7.5 To ensure fair, transparent, efficient and effective discharge of powers available to the Council under the Act.

8. RESOURCE IMPLICATIONS:

- 8.1 Costs of consultation to be absorbed by existing budgets. If a PSPO for dog controls is introduced there will be cost implications including for enclosing or otherwise demarcating designated areas, signage and enforcement, to be considered in later reports.

9. CONSULTEES

Chief Officer Social Care and Health
Head of Public Protection
Estates Development Manager, Landlord Services
Head of Waste & Street Services
Chief Officer People and Governance
Chief Operating Officer for Mon Life
Chief Officer Children and Young People
Environment & Culture Manager
Youth Offending Team Service Manager

10. BACKGROUND PAPERS:

Report to Strong Communities Select Committee 'Public Spaces Protection Order' for Dog Controls, 12th March 2020.

Report to Strong Communities Select Committee 'Public Spaces Protection Order' for Dog Controls, 10th March 2022.

- 11 **AUTHOR:** Huw Owen, Principal Environmental Health Officer

12. CONTACT DETAILS:

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Appendices

Appendix One: Equality & Future Generations Evaluation

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SUBJECT: PUBLIC SPACES PROTECTION ORDER FOR DOG CONTROLS

MEETING: Strong Communities Select Committee

DATE: 10th March 2022

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 To inform Members of the findings of a public consultation on plans to introduce a Public Spaces Protection Order, (PSPO), for dog controls in Monmouthshire under the provisions of the Anti-Social Behaviour, Crime and Policing Act 2014.
- 1.2 To seek endorsement from Members to progress consultation with stakeholders responsible for public spaces in the county, including relevant council departments, town and community councils and private landowners, regarding the controls needed (dog fouling, dogs on leads / exemption locations) and areas in the county to be covered in a PSPO by such controls.
- 1.3 To seek endorsement from Members for a draft PSPO, when progressed, to include: an offence for a person in charge of a dog when in a public space in the county failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control or causing alarm or distress or to prevent a nuisance.

2. RECOMMENDATIONS:

- 2.1 Members consider the findings of the public consultation and comment accordingly on the potential introduction of a PSPO for dog controls relating to fouling, exclusion areas and dogs on leads areas for public spaces in the county.
- 2.2 Environmental Health share the findings of the public consultation on dog fouling and dogs on leads / exemption areas, with relevant stakeholders responsible for public spaces in the county, to establish what controls, if any, they consider are needed and to identify specific locations accordingly.
- 2.3 Members consider, comment on and endorse the proposal for a draft PSPO, when progressed, to include for the following offence: for a person in charge of a dog when in a public space in the county failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control, or causing alarm or distress or to prevent a nuisance.

- 2.4 That a third report is presented to this Committee, following engagement with relevant stakeholders (as outlined in 2.2), to endorse a further public consultation on a draft Public Spaces Protection Order, if one is considered to be needed.
- 2.5 That a fourth and final report is then provided to this Committee, further to public consultation feedback on the draft PSPO, for pre-decision scrutiny before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for Social Justice & Community Development), for decision.

3. KEY ISSUES:

- 3.1 A report to Members on the 12th March 2020 illustrated that, despite the efforts of responsible dog owners and many partners, dog fouling continues to be a problem in public spaces in the county. Fouling issues are often the trigger for requests for controls to be introduced in public spaces such as dogs on leads or exemption areas. While it is important that collaborative working on a local level continues through initiatives such as the Give Dog Fouling the Red Card group, it is also important that the Authority makes full use of the tools provided by legislation.
- 3.2 The Anti-social Behaviour, Crime and Policing Act 2014 introduced new powers for use by Councils to address anti-social behaviour, including Public Spaces Protection Orders (PSPOs). Under the provisions of the Act, local authorities must be satisfied on reasonable grounds that the activity subject to an Order:
- has, or is likely to have, a detrimental effect on the quality of life of those in the locality.
 - is, or is likely to be, persistent or continuing in nature.
 - is, or is likely to be, unreasonable.
 - justifies the restrictions being imposed.
- 3.3 The aim is to stop the unreasonable behaviour in public spaces by introducing restrictions on the use of an area. A public space is defined as ***'any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.'***
- 3.4 When assessing what is 'unreasonable' activity, there is a need to balance the rights of the community to enjoy public spaces, with the civil liberties of individuals and groups who may be affected by any restrictions imposed. The March 2020 report recommendation to Members to endorse a public consultation on the introduction of a PSPO for dog controls, was agreed.
- 3.5 The public consultation was delayed by the emergence of Covid 19. A wide ranging 3 month consultation was undertaken from the 26th July to 26th October 2021. This comprised a bilingual introductory note explaining the PSPO considerations and a questionnaire. It was provided on the Council's website for completion online, with a paper copy available on request. Awareness to the survey was raised on the Council's social media accounts and direct messaging including to elected members, local business

groups, dog interest organisations (RSPCA, Dogs Trust, Kennel Club), private landowners with responsibility for public areas and registered sports clubs.

- 3.6 The introductory note and questionnaire is provided in Appendix 1. A total of 1330 were completed online and 4 paper copy returns, the vast majority 1264 (94.8%), marked as completed by residents; 931 (69.8%) of the returns by dog owners.
- 3.7 The consultation sought views on the need for dog controls in a PSPO with regard to fouling, dog exemption areas and dogs on leads. The summary headlines are as follows, with a more detail analysis of the results inserted, for ease of reference, in each relevant section of the questionnaire in Appendix 1.
- 3.8 **Dog Fouling.** Currently the issue of dog fouling is addressed in the County through the Dogs (Fouling of Land) Act 1996. However the offence of failing to remove the faeces only covers certain designated land, as detailed in the Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998, in Part 1 by general description and Part 2 specifically. It does not include all public spaces.
- 3.9 PSPOs enable a more wide ranging application and may apply to any public place as defined in paragraph 3.3.
- 3.10 The consultation results provide:
- 798 (59.8%) consider dog fouling to be a problem, 536 (40.2%) that it is not.
 - Of the 798 who said fouling is a problem the majority 646 (81%) state they notice uncollected dog waste *Always / Frequently*, while 152 (19%) *Sometimes / Rarely*.
 - Of the 931 dog owners, 470 (50.5%) said that it is a problem, 461 (49.5%) that its not.
 - Of the 403 non dog owners, 328 (81.4%) said that it is a problem, 75 (18.6%) that its not.
 - 795 (59.6%) said they typically see uncollected dog waste on pavements or public footpaths; 158(11.8%) on parkland; 78 (5.8%) on sports pitches; 19 (1.4%) on playgrounds; 6 (0.5%) in cemeteries; 278 (20.8%) other locations.
 - 1163 (87.2%) support a control requiring dog owners to remove dog faeces if their dog fouls any land to which the public have access across the county; 171 (12.8%) do not.
 - A response was received from the Dog's Trust (full response provided in Appendix 2) which included the following:

Dogs Trust consider 'scooping the poop' to be an integral element of responsible dog ownership and would fully support a well-implemented order on fouling. We urge the Council to enforce any such order rigorously. In order to maximise

compliance we urge the Council to consider whether an adequate number of disposal points have been provided for responsible owners to use, to consider providing free disposal bags and to ensure that there is sufficient signage in place.

- 3.11 It is evident from the consultation that the failure to ‘pick up’ after a dog has fouled continues to be an important issue in our environment which has a detrimental effect on the quality of life. This is likely to continue, despite the continuing efforts of responsible dog owners and the ongoing collaborative work with Town and Community Councils.
- 3.12 Therefore a provision in a draft PSPO requiring people to clean up after their dogs, which foul on any public space in the county, appears to be a justified, proportionate response to the ongoing fouling problems. A public space may be privately owned, eg by the Canal and Rivers Trust, Registered Social landlords, Woodland Trust, NRW etc. These and other landowners were included in the consultation but minimal response received. It is therefore recommended that a further approach is made to inform them of the findings of the consultation, and seek their endorsement for all public space to be included in a draft PSPO.
- 3.13 **Dogs on Leads by Direction.** Of those who responded to the consultation 1073 (80.4%) agreed to a new offence for failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control or causing alarm or distress or to prevent a nuisance. This proposal was ‘*enthusiastically*’ supported by the Dogs Trust in their response:
- We consider that this order is by far the most useful, other than the fouling order, because it allows enforcement officers to target the owners of dogs that are allowing them to cause a nuisance without restricting the responsible owner and their dog. As none of the other orders, less fouling, are likely to be effective without proper enforcement we would be content if the others were dropped in favour of this order.*
- 3.14 In view of this consistent consultation response it is recommended that when a draft PSPO is progressed and consulted on it includes a county wide offence **for failing to put a dog on a lead, of no more than 2 metres length, when directed to do so by an authorised officer where the dog is considered to be out of control or causing alarm or distress or to prevent a nuisance.** This is a fair, proportionate means of dealing with dog control issues as they occur.
- 3.15 **Dogs on Leads Areas and Dog Exclusion Areas.** These were considered in the consultation in response to concerns regarding fouling, dogs not properly controlled and the need for certain areas to be child or sporting user friendly.
- 3.16 A summary of the consultation responses is provided in the table below:

	Dogs on Leads Areas	Dog Exclusion Areas
Children’s playgrounds	1237 (92.7%) agree / strongly agree.	955 (71.6%) agree / strongly agree.
Marked sports pitches	1000 (75%) agree / strongly agree	743 (55.7%) agree / strongly agree.

School grounds	1239 (92.8%) agree / strongly agree.	897 (67.2%) agree / strongly agree.
Cemeteries	1141 (85.5%) agree / strongly agree.	676 (50.7%) disagree / strongly disagree.

- 3.17 Specifically with regard to Dogs on Leads Areas over 2100 comments were received for the 2 open dialogue questions. Reasons given for agreeing to such areas include owners having more control over their dogs so reducing the amount of uncollected faeces; reduce fouling levels on marked sports pitches / school grounds; and safety of children from out of control dogs. Reasons given for those in disagreement include dogs can be under control without being on leads and dogs require off lead exercise.
- 3.18 Other public spaces are proposed in a number of survey responses for dogs to be kept on a lead including parks, canal tow paths etc as detailed in Appendix 1.
- 3.19 The Dogs Trust accepted that *'there are some areas where it is desirable that dogs should be kept on a lead'* but *'urge the Council to consider the Animal Welfare Act 2006 section 9 requirements (the 'duty of care') that include the dog's need to exhibit normal behaviour patterns – this includes the need for sufficient exercise including the need to run off lead in appropriate areas'*.
- 3.20 Specifically with regard to Dog Exclusion Areas over 1650 comments were received for the 2 open dialogue questions. Again the main themes for those who agree / disagree and other public spaces proposed are given in Appendix 1.
- 3.21 The Dogs Trust *'accepts that there are some areas where it is desirable that dogs should be excluded, such as children's play areas, however we would recommend that exclusion areas are kept to a minimum and that, for enforcement reasons, they are restricted to enclosed areas'*. The Trust advised *'excluding dogs from all sports pitches for long stretches of the year is unnecessary. In some cases sports pitches may account for a large part of the open space available in a public park, and therefore excluding dogs could significantly reduce available dog walking space for owners'*.
- 3.22 The consultation shows that there are public spaces where the control of dogs can be cause for concern, particularly children's playgrounds and school grounds. However the appropriateness and practicality of such controls needs further detailed consideration. There will be cost implications attributable to controls not least ensuring the areas concerned are properly enclosed or otherwise demarcated, sign posted and other provisions such as 'tying up posts'. Again some of these public spaces will be privately owned, for example by Registered Social landlords, Woodland Trust, NRW etc and there will be an expectation for any costs to be borne by the landowner.
- 3.23 It is therefore recommended that a further approach is made to the stakeholders with responsibility for the areas under consideration, including relevant sections of the council, together with each Town and Community Council, to inform of the findings of the

consultation and seek their view on the need for controls, if any, the nature of such controls and the location(s) concerned.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION, (includes social justice, safeguarding and corporate parenting):

- 4.1 The completed 'Equalities & Future Generations Evaluation' form is provided as Appendix Three, attached.
- 4.2 There is a clear need to consider carefully the potential impact of a PSPO on different sections of our communities. Consultation responses include concerns for persons with certain disabilities not being able to pick up dog faeces, and consideration will need to be given to the application of appropriate exemptions in any draft PSPO. A common theme in the responses was concern regarding the impact of restricting access to parks, playing fields etc may have on persons with mobility issues. Walking dogs in such areas is cited as benefiting both dog and the owner. This will be conveyed to the stakeholders to take account of in their Dogs on Leads / Exclusion Area considerations. Any PSPO will need to ensure the varied needs of our communities are considered, positively impacting the wellbeing goal of a healthier Wales.

5. OPTIONS APPRAISAL:

- 5.1 To continue using the Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998 or, as proposed, to further fully consider the legislative tools available in dealing with dog control issues in the county.
- 5.2 The findings of the public consultation to help properly inform the next steps. In particular engagement with the sections in the council and other stakeholders responsible for public spaces, together with Town and Community Councils, to list the areas where controls are needed, their nature and reasons why needed. To consider the outcomes of the further engagement in a third report to Stronger Communities Select, and to seek endorsement of a further public consultation on a draft Public Spaces Protection Order

6. EVALUATION CRITERIA:

- 6.1 A progress report to Stronger Communities Select one year after implementation of a PSPO.
- 6.2 A PSPO can be made for a maximum duration of up to three years, after which it may be extended if certain criteria under the Act are met. This includes that an extension is necessary to prevent activity recurring. Extensions can be repeated, with each lasting for a maximum of three years. A further consultation process is required if a PSPO time period is to be extended.

7. REASONS:

7.1 To ensure fair, transparent, efficient and effective discharge of powers available to the Council under the Act.

8. RESOURCE IMPLICATIONS:

8.1 Costs of consultation to be absorbed by existing budgets. If a PSPO for dog controls is introduced there will be cost implications including for enclosing or otherwise demarcating designated areas, signage and enforcement, to be considered when appropriate in later reports.

9. CONSULTEES

Social Care & Health DMT
Strategic Leadership Team
Head of Public Protection
Head of Commercial, Property, Fleet & Facilities
Head of Waste & Street Services
Monitoring Officer and Head of Legal Services
Chief Operating Officer for Mon Life
Environment & Culture Manager
Head of Governance, Engagement and Improvement
Youth Offending Team Service Manager

10. BACKGROUND PAPERS:

Anti-social Behaviour, Crime and Policing Act 2014: Anti-social behaviour powers
Statutory guidance for frontline professionals. Updated August 2019.

Report to Strong Communities Select Committee 'Public Spaces Protection Order' for Dog Controls, 12th March 2020.

11 AUTHOR: Huw Owen, Principal Environmental Health Officer

12. CONTACT DETAILS:

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Appendices

Appendix One: Public consultation on plans to introduce a PSPO on dog controls in the county, 26th July to 26th October 2020, including results analysis.

Appendix Two: Consultation response from Dogs Trust dated 13th August 2021.

Appendix Three: Equality & Future Generations Evaluation

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SUBJECT: PUBLIC SPACES PROTECTION ORDER FOR DOG CONTROLS

MEETING: Strong Communities Select Committee

DATE: 12th March 2020

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 To seek endorsement from Members to commence public consultation on the introduction of a Public Spaces Protection Order for dog controls in Monmouthshire under the provisions of the Anti-Social Behaviour, Crime and Policing Act 2014.

2. RECOMMENDATIONS:

- 2.1 Members consider the proposed approach, comment accordingly and endorse the proposal for public consultation on the introduction of a Public Spaces Protection Order (PSPO) for dog controls, potentially relating to fouling, exclusion areas and dogs on leads areas.
- 2.2 The findings of the public consultation and appraisal of the options are reported back to Stronger Communities Select Committee, together with recommendations on the merits of making a Public Spaces Protection Order and the detail of controls to be included in such an Order.
- 2.3 Following the second report to Stronger Communities Select Committee a further public consultation is commenced on a draft Public Spaces Protection Order if one is considered to be needed.
- 2.4 In the context of public consultation feedback a third report is then provided to Stronger Communities Select Committee for pre-decision scrutiny before the Order goes to Cabinet or Individual Cabinet Member, (Cabinet Member for Social Justice & Community Development), for decision.

3. KEY ISSUES:

- 3.1 Despite the efforts of responsible dog owners and many partners, dog fouling continues to be a problem nationwide. As provided in Keep Wales Tidy 'Litter in Wales Understanding Littering and Litterers Executive Summary Report 2010', the Welsh public considers dog fouling the environmental problem which has the greatest impact on the look and feel of a

neighbourhood. This position is reflected in Monmouthshire with a significant number of complaints to Members and Officers.

- 3.2 A working group has been established in Monmouthshire since early 2015 comprised of a number of Town and Community Councils, (currently 22 involved), working in partnership with Environmental Health and Waste and Street Services. The primary focus of the Group is to raise awareness of the anti-social nature of dog fouling, and help develop a social conscience that dog owners should 'pick up' under the brand **Give Dog Fouling the Red Card**. This collaborative working has helped target 'hot spot' areas, fund signage with consistent messaging, and deliver awareness raising days several times a year in locations where fouling has been highlighted as a problem.
- 3.3 The legislative backdrop to this ongoing work is the **Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998** which is provided in Appendix 1. The Order which came into force on the 29th June 1998 designates the areas of land in Monmouthshire, Part 1 by description, Part 2 specifically, to which the provisions of the Dogs (Fouling of Land) Act 1996 apply. Currently if a dog defecates at any time on designated land in Monmouthshire and a person who is in charge of the dog fails to remove the faeces from the land forthwith, that person is guilty of an offence unless there is a reasonable excuse for failing to do so.
- 3.4 However as with many issues relating to the quality of our local environment, dog fouling continues to prove a complex issue to tackle. Many factors influence whether persons 'pick up' after their dogs such as time of day, weather, footfall, the location, facilities (bags, bins) etc. While there has been a generally improving picture in Monmouthshire, complaint levels to Environmental Health remain substantial:
- 2015 – 120 complaints
 - 2016 – 100 complaints
 - 2017 – 122 complaints
 - 2018 – 90 complaints
 - 2019 – 89 complaints
- 3.5 In addition Keep Wales Tidy carry out an annual All Wales Local Environmental Audit to provide a 'snap shot' of litter, which includes dog fouling, across local authority areas. The 2019 – 20 survey encountered dog fouling on 16.7% of streets across Monmouthshire, (48 streets surveyed), and while no streets were found to have a significant or a severe presence, it is the highest recorded in the county since 2013 – 14 and significantly higher than the national average of 8.8%.
- 3.6 It is clear from research that a holistic approach is needed to help bring about behavioural change and long lasting impact. It is important therefore that collaborative working on a local level continues through initiatives such as the Give Dog Fouling the Red Card group.
- 3.7 It is important as well for the Authority to make full use of the tools provided by legislation. The Anti-social Behaviour, Crime and Policing Act 2014 introduced new powers for use by councils to address anti-social behaviour including Public Spaces Protection

Orders (PSPOs). Under the provisions of the Act local authorities must be satisfied on reasonable grounds that the activity subject to an Order:

- has, or is likely to have, a detrimental effect on the quality of life of those in the locality.
- is, or is likely to be, persistent or continuing in nature.
- is, or is likely to be, unreasonable.
- justifies the restrictions being imposed.

3.8 When assessing what is 'unreasonable' activity, there is a need to balance the rights of the community to enjoy public spaces, with the civil liberties of individuals and groups who may be affected by any restrictions imposed. Early engagement with our communities is therefore essential in order to fully understand the many views that are likely, consider the evidence of need for a PSPO and what it needs to contain.

3.9 **A 3 month** wide ranging open public consultation is therefore proposed which will include, but not limited to, the Chief of Police, the Office of the Police and Crime Commissioner, elected Members, Council Officers, the general public and external agencies, especially those with a vested interest such as Keep Wales Tidy, Dogs Trust and the Kennel Club. The consultation will explain that the aim is to help ensure there is a balance so that dog owners can enjoy their dogs and ensure their welfare, whilst at the same time others can still enjoy public spaces without interference or impact from dogs and irresponsible dog ownership.

3.10 The consultation will seek views on the need for dog controls such as, but not limited to, the following areas:

Dog Fouling

- To make it an offence to fail to remove dog faeces from any land to which the public have access across the county.

Dog Exclusion Areas

- Such as school grounds, children's play areas and marked sports pitches.

Dogs on Leads Areas

- Specified areas such as cemeteries.
- On any land to which the public have access when directed to do so by an Authorised Officer where a dog is considered to be out of control or causing alarm and distress.

3.11 As is the case with the existing Order, breach of a PSPO is a criminal offence with a fine liable on prosecution in court of up to £1000. Authorised Officers can issue a Fixed Penalty Notice (FPN) to offer the recipient the opportunity to discharge liability for the offence. FPN levels for breach of a PSPO were agreed by Cabinet on the 7 September 2016 and are £100 payable within 14 days, reduced to £75 if paid within 10 days. This reflects a slight increase for breach of the existing Order of £75 discounted to £50 for early payment.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION, (includes social justice, safeguarding and corporate parenting):

- 4.1 The completed 'Equalities & Future Generations Evaluation' form is provided as Appendix Two, attached.
- 4.2 There is a clear need to consider carefully the potential impact of a PSPO on different sections of our communities. For example exemptions for particular groups may be appropriate such as those using assistance dogs, emergency services etc. The public consultation is proposed to ensure the varied needs of our communities are considered fully with any resultant PSPO positively impacting the wellbeing goal of a healthier Wales.

5. OPTIONS APPRAISAL:

- 5.1 To continue using the Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire) Designation Order (No 1) 1998 or, as proposed, to fully consider the legislative tools available in dealing with dog control issues in the county. The findings of the public consultation will help properly inform the next steps with an appraisal of the options presented in a second report to Stronger Communities Select.

6. EVALUATION CRITERIA:

- 6.1 A progress report to Stronger Communities Select one year after implementation of a PSPO.
- 6.2 A PSPO can be made for a maximum duration of up to three years, after which it may be extended if certain criteria under the Act are met. This includes that an extension is necessary to prevent activity recurring. Extensions can be repeated, with each lasting for a maximum of three years. A further consultation process is required if a PSPO time period is to be extended.

7. REASONS:

- 7.1 To ensure fair, transparent, efficient and effective discharge of powers available to the Council under the Act.

8. RESOURCE IMPLICATIONS:

- 8.1 Costs of consultation to be absorbed by existing budgets. If a PSPO for dog controls is introduced there will be cost implications including for signage and enforcement, to be considered when appropriate in later reports.

9. CONSULTEES:

Social Care & Health DMT
Strategic Leadership Team

Head of Public Protection
Head of Waste & Street Services
Monitoring Officer and Head of Legal Services
Chief Operating Officer for Mon Life
Environment & Culture Manager
Head of Governance, Engagement and Improvement
Youth Offending Team Service Manager

10. BACKGROUND PAPERS:

Anti-social Behaviour, Crime and Policing Act 2014: Anti-social behaviour powers
Statutory guidance for frontline professionals. Updated August 2019.

11. AUTHOR:

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Appendices

Appendix One: Monmouthshire County Council (Fouling of Land by Dogs) (Monmouthshire)
Designation Order (No 1) 1998
Appendix Two: Equality & Future Generations Evaluation

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SUBJECT:	REGENERATION FUNDING AND PRIORITIES
MEETING:	PLACE SCRUTINY COMMITTEE
DATE:	25 MAY 2023
DIVISION/WARDS AFFECTED:	ALL

1 PURPOSE

- 1.1 The Welsh Government's Transforming Towns programme and UK Government's Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire's ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term. There is therefore a need to prioritise projects against potential sources of funding.
- 1.2 The purpose of this report is to brief Members on strategic regeneration projects in Monmouthshire and potential sources of funding for delivery, and to allow members to scrutinise the proposed recommendations for prioritisation of projects for funding applications.

2 RECOMMENDATIONS:

- 2.1 That Place Scrutiny Committee scrutinises the proposed prioritisation of strategic regeneration projects in Monmouthshire against potential sources of funding for delivery, and endorses the proposed recommendations Cabinet to:
- 2.1.1 Authorise the Chief Officer, Communities and Place, to prepare and submit an application for Levelling Up Fund Round 3 funding to support the delivery of regeneration projects in Caldicot, in consultation with the Cabinet Member for Sustainable Communities and the Severnside Area Committee and subject to confirmation that funding is available.
- 2.1.2 Authorise officers to prepare and submit a bid for Transforming Towns funding for the delivery of proposals for public realm and active travel improvements in Monnow Street, Monmouth, subject to the decision on adoption of those proposals by Cabinet expected on 17 May 2023.

3 KEY ISSUES:

- 3.1 A report on Regeneration Funding and Delivery was presented to Cabinet in July 2022. The report included a schedule of potential strategic regeneration projects across the county and provided information on potential sources of grant funding for delivery from the UK and Welsh Governments. The report recommended that a decision on prioritisation of strategic projects against potential funding should be deferred to allow alignment with the new Community and Corporate Plan, and so that it could be informed by the decision on MCC's bids to the UK Government's Levelling Up Fund Round 2 (LUF2). Cabinet agreed the report's recommendations.
- 3.2 The UK Government announced the results of LUF2 on 19 January 2023: unfortunately, none of the three bids submitted by MCC was successful. The Community and Corporate Plan was approved by Council on 20 April 2023. It is therefore now timely to revisit the prioritisation of strategic regeneration projects against potential funding sources, so that funding applications can be prepared and submitted.

Funding for regeneration delivery

- 3.3 The two key potential sources of grant funding for delivery of large regeneration projects in Monmouthshire are the UK Government's Levelling Up Fund and the Welsh Government's Transforming Towns programme.

Levelling Up Fund

- 3.4 The UK Government's Levelling Up Fund (LUF) offers funding for investment in infrastructure to support town centre and high street regeneration, local transport projects, and cultural and heritage assets. There have so far been two rounds of Levelling Up Fund awards: round 1, in which funding awards were announced in October 2021, and round 2, announced in January 2023.
- 3.5 In rounds 1 and 2, local authorities were able submit one bid for each Westminster constituency within their boundary, and one additional bid for transport projects. The maximum LUF funding available for each bid was £20m. Local match funding of 10% or higher was encouraged.
- 3.6 MCC submitted two bids to LUF1, for packages of regeneration projects in Caldicot and Monmouth. Unfortunately neither bid was successful. Cabinet agreed in March 2022 that both bids should be revised for resubmission in LUF2. A third bid, focusing on transport infrastructure in Chepstow, was also submitted to LUF2.
- 3.7 The projects which made up MCC's three LUF2 bids were as follows:

- Caldicot: refurbishment of Caldicot leisure centre to create wellbeing hub; acquisition and refurbishment of 7-43 Newport Road, with commercial and community uses on the ground floor and residential above; public realm improvements in the town centre.
 - Monmouth: enhanced museum and visitor facility at Shire Hall; start up business units and agile working space with future affordable housing development at Market Hall; and public realm improvements to Monnow Street and Blestium Street with a new café and public toilets.
 - Chepstow: creation of public transport hub (with access to rail, bus, taxi, EV charging, car parking, and bike storage) at the railway station; improved active travel routes.
- 3.8 Details of the costs of the three bids (based on summer 2022 costs estimates), as well as assumptions about match funding made at that time, are provided at Appendix 1. As noted above, none of the three bids was successful in LUF2.
- 3.9 The UK Government confirmed in January 2023 that there would be a third round of Levelling Up Fund. No further details have been made available since then. Nevertheless, officials at the Department for Levelling Up, Housing and Communities (DLUHC) have confirmed that LUF3 is still expected. It is understood that around £50m will be available for projects in Wales.
- 3.10 UK ministers are understood to be considering a number of variables for LUF3, including:
- Whether funding will be awarded competitively, as in the two previous rounds, or on an allocative basis.
 - Eligibility criteria for bidders and for projects, whether in a competitive or allocative process.
 - Options for delivery timescales: both previous rounds of LUF have required delivery to be complete by March 2025. LUF3 awards in summer/autumn 2023 or later would make completion of large projects by that deadline challenging.
 - Level of funding available for projects or packages of projects: in previous rounds, the maximum funding available for packages of projects was £20m. It is understood that although no decision has been made, the limit may be lower in LUF3.
- 3.11 There is not yet any clarity on timescales for LUF3, whether for applications or for proposals in an allocative process. However, both previous rounds have opened in spring, with summer deadlines for submission. It is assumed that this is likely to be replicated for round 3.
- 3.12 Although there is a high degree of uncertainty about the nature of LUF3, it is likely that, once announced, the timescales for submission of applications or proposals and subsequently for delivery will be relatively short. It would therefore be advantageous to begin work towards a potential application or proposal as

soon as possible, to allow the maximum time for development before an assumed summer deadline.

Transforming Towns funding

- 3.13 Transforming Towns is the Welsh Government's key regeneration funding programme. It is focused on town centres. A prerequisite for funding is that a placemaking plan should be in place or in development.
- 3.14 The Welsh Government allocated £44m of Transforming Towns capital funding to South East Wales for 2022/23 to 2024/25. This includes funding for Placemaking Grant projects (projects with up to £250k Welsh Government funding) and 'strategic' projects (requiring more than £250k Welsh Government funding). In expectation that some projects to which funding is awarded will not come forward, the funding may be over-profiled by up to 30%. This means that the total amount of funding awarded for the three-year period may be up to £57m, although only £44m is available to be spent.
- 3.15 Transforming Towns funding requires at least 30% match funding from non-Welsh Government sources. Projects funded through the 2022/23 to 2024/25 Transforming Towns programme must be complete by March 2025.
- 3.16 Transforming Towns funding is awarded on a competitive basis. Nevertheless there appears to be an expectation that there will be a broadly even distribution of funding across the ten authorities in South East Wales. This has implications for the maximum amount of Transforming Towns grant likely to be available to any one local authority.
- 3.17 In summer 2022 local authorities were invited to submit proposals for packages of smaller 'Placemaking Grant' projects. MCC's proposed package was agreed as part of the Regeneration Funding and Delivery Cabinet report in July 2022. A grant offer of £1.1m was made to MCC in October 2022.
- 3.18 Applications for Transforming Towns strategic funding can be submitted at any time.
- 3.19 In line with Cabinet's decision in July 2022 to defer prioritisation of strategic regeneration projects against potential sources of regeneration funding pending a decision on LUF2 and to allow alignment with the new Community and Corporate Plan, MCC has not yet made any application for Transforming Towns funding for larger 'strategic' projects. Given the implementation deadline of March 2025, and the risk that bids from other authorities will lead to the exhaustion of all available Transforming Towns funding, any MCC bid for Transforming Towns funding for strategic regeneration should now be progressed.

Prioritisation of strategic regeneration projects against funding opportunities

3.20 The July 2022 Regeneration Funding and Delivery report to Cabinet included a table of key strategic regeneration projects across the county. An updated version is provided below, with commentary on the status of each project. Cost estimates are the most recent available but will require updating to support any future funding application and should be considered indicative at this stage.

Project	Description	Cost estimate (if known)	Status
Cross Street, Abergavenny	Public realm enhancements to facilitate permanent part-time pedestrianisation (if taken forward)	£2,000,000	To be considered as part of Abergavenny placemaking plan.
Caldicot Leisure Centre	Refurbishment to create wellbeing hub	£11,398,832	Planning permission granted August 2022. SAB application not yet determined.
Newport Road, Caldicot	Public realm improvements to the pedestrianised area in town centre	£3,620,757	Detailed design now complete.
7-43 Newport Road, Caldicot	Acquisition and refurbishment of key town centre building	£9,552,865	Would benefit from further development required to progress project and support future funding applications.
Newport Road west, Caldicot	Active travel/public realm improvements to link between town centre and Caldicot station	£2,500,000	Following feedback from TfW, design now focused on first phase of improvement at edge of town centre.
Chepstow Transport Hub	Construction of a bus/rail interchange facility at Chepstow railway station.	£2,900,000	Funding for first phase of implementation sought through LTF.
High Street, Chepstow	Public realm changes if trial closure becomes permanent	No longer applicable	No longer applicable. Trial closure now removed following Cabinet decision in July 2022.
Former Barclays building, Chepstow	Scope TBC	Not known	Scope unclear. Understood that new tenant has agreed lease terms.
Monnow Street, Monmouth	Public realm/active travel improvements	£6,086,990	Concept design now complete. Subject of Cabinet report on 17 May for decision on whether or not to proceed, subject to funding.

Project	Description	Cost estimate (if known)	Status
Blestium Street, Monmouth	Creation of new riverside public space with café and toilets	£2,913,872	Concept design and consultation from 2014 requires updating.
Shire Hall, Monmouth	Refurbishment to create enhanced museum and visitor facility	£3,873,226	National Lottery Heritage Fund development grant awarded, April 2023.
Market Hall, Monmouth	Refurbishment to create start up business units and agile working space with future affordable housing development	£4,792,115	Requires further development to progress project and support future funding applications.
Bridge Street, Usk	Public realm improvements	Not known	Concept design to be commissioned summer 2023.
Twyn Square, Usk	Public realm improvements	Not known	Concept design to be commissioned summer 2023.
Total (where known)		£49,638,657	

3.21 Caldicot leisure centre, Chepstow transport hub, and Monmouth Shire Hall and Market Hall, which were not included in the list of strategic regeneration projects in the July 2022 Cabinet report, have been shown here for completeness given their inclusion in previous LUF bids.

3.22 The above list is not exhaustive. The Transforming Chepstow Masterplan includes a number of prioritised projects, although with the exception of the transport hub they are not likely to require the same level of funding as the projects identified above and so do not fall into the WG Transforming Towns strategic project category referred to here. It is also likely that the placemaking plans which will be developed for Abergavenny, Magor and Monmouth will identify further regeneration projects, some of which may qualify for this strategic funding (over £250k). Clearly given the scale of Monmouthshire's ambition in terms of regeneration, the costs of fulfilling this ambition, and the level of funding available, implementation of these projects will be a long-term programme.

3.23 Nevertheless, Transforming Towns and LUF3 offer an opportunity to deliver some of these projects over the next two years. As noted, there is a need in both cases to move relatively swiftly to prioritise projects against this potential funding and to develop bids.

3.24 As explained above, the current round of Transforming Towns funding requires projects to be completed by March 2025. It is assumed that the same deadline will apply for LUF3 funding. Relatively few of the strategic regeneration projects identified above are realistically deliverable within that timescale. Those still requiring funding and that could be delivered by that deadline are:

- Caldicot Leisure Centre

- 7-43 Newport Road, Caldicot
- Newport Road town centre public realm, Caldicot
- Monnow Street public realm/active travel improvements, Monmouth

- 3.25 It is therefore recommended that these projects form the basis of bids to be developed for LUF3 and Transforming Towns funding.
- 3.26 Previous rounds of LUF have invited applications both for single projects and for packages of projects which “are aligned with each other and represent a coherent set of interventions”, up to the maximum in both cases of £20m. The maximum grant available through Transforming Towns funding in the current round is likely in practice to be significantly lower than that amount, given the level of funding allocated for South East Wales and the expectation that this will be shared to some degree across ten local authorities.
- 3.27 The Council has submitted multiple bids in both previous rounds of LUF, as noted above. However, for round 3, given the likelihood that not more than one bid would be successful and to ensure that any decision on the prioritisation of projects in Monmouthshire is made at a local level, it is recommended that a single LUF bid is submitted.
- 3.28 Of the three previously submitted LUF bids (for regeneration projects in Caldicot and Monmouth and for transport infrastructure in Chepstow), Caldicot is considered to offer the greatest potential for transformational change and alignment with Levelling Up objectives and in terms of demonstrating the need for intervention based on demographic and socioeconomic data as well expected population growth.
- 3.29 Given these factors, it is recommended that the three Caldicot projects (the Leisure Centre, 7-43 Newport Road, and the town centre public realm) should be developed as a potential bid or proposal for LUF3. Early discussions with the Severnside Area Committee indicate that there would be local support for this approach, with a potential strengthened emphasis in the bid on health and wellbeing as the key rationale and the “golden thread” linking the three projects, developing Caldicot as a dementia- and disabled-friendly town.
- 3.30 Proposals for the leisure centre refurbishment and for public realm improvements in the town centre are now well-developed and could move quickly to procurement and delivery when funding is secured. Further design development and cost analysis will be undertaken for the proposals for acquisition and refurbishment 7-43 Newport Road to bring the proposal to the same level of readiness.
- 3.31 As more details emerge on LUF3 – including delivery timescales and the level of funding available for packages and for individual projects – it may be necessary to review and revise the scope of the proposed bid. To permit the swift decision making that is likely to be necessary to meet application or proposal deadlines, it is recommended that Cabinet authorises the Chief Officer, Communities and

Place, to prioritise project proposals for a LUF3 application in accordance with bidding requirements, in consultation with the Cabinet Member for Sustainable Communities and the Severnside Area Committee.

3.32 Given that the three projects in Caldicot are recommended to be developed as a LUF3 bid, it is further recommended that an application for Transforming Towns funding should be prepared and submitted for the proposed public realm and active travel improvements to Monnow Street, Monmouth. This would be subject to a decision by Cabinet on 17 May on whether to adopt the proposal as the preferred scheme for delivery.

3.33 Detailed design of the Monnow Street proposal is expected to be taken forward in the current year, subject to Cabinet’s decision on 17 May. It is expected that this would enable procurement of a contractor in Q4 2023/24 and implementation to begin early in 2024/25, if funding were secured for delivery.

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

4.1 An Integrated Impact Assessment (incorporating equalities, future generations, Welsh language and socio-economic duty) is attached at Appendix 2.

4.2 The main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed for prioritisation.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in economically thriving town centres.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.
- No impact on safeguarding or corporate parenting.

5 OPTIONS APPRAISAL:

5.1 The table below provides an options appraisal.

Options	Benefits	Risks	Comments/mitigation
Do nothing	<ul style="list-style-type: none"> • No demand on Council resources in terms of officer time or capital match funding 	<ul style="list-style-type: none"> • Strategic regeneration aspirations and associated outcomes would not be delivered in the short to medium term 	<ul style="list-style-type: none"> • Not recommended

Options	Benefits	Risks	Comments/mitigation
Seek funding from only one of LUF or Transforming Towns	<ul style="list-style-type: none"> Reduced demand on Council resources in terms of officer time and capital match funding 	<ul style="list-style-type: none"> Some demand on Council resources in terms of match funding Fewer strategic regeneration projects would be delivered in short to medium term, and therefore aspirations and outcomes not delivered. 	<ul style="list-style-type: none"> Not recommended
Prioritise projects other than those recommended here against the potential sources of funding	<ul style="list-style-type: none"> May allow alternative projects to be delivered 	<ul style="list-style-type: none"> Significant demand on Council resources in terms of match funding Projects recommended here would not be delivered in short to medium term Not clear that any alternative projects are deliverable with timescales Other projects may be lower priority and impact than recommended projects 	<ul style="list-style-type: none"> Not recommended
Prepare and submit bids for funding for prioritised projects as recommended in this report	<ul style="list-style-type: none"> Prioritised projects would be delivered if funding bids successful 	<ul style="list-style-type: none"> Significant demand on Council resources in terms of match funding Other strategic regeneration projects would not be delivered in short to medium term 	<ul style="list-style-type: none"> Further development of other projects as recommended here would permit rapid delivery when other funding sources become available

6 REASONS:

6.1 The Welsh Government's Transforming Towns programme and UK government's Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire's

ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term.

- 6.2 There is therefore a need to prioritise projects against potential sources of funding. This report makes recommendations for that prioritisation.

7 RESOURCE IMPLICATIONS:

- 7.1 The development of bids for LUF3 and Transforming Towns, as recommended in this report, will be led by the Regeneration Team, with input from colleagues in other sections of the Council and using existing officer resources. The application process for previous rounds of LUF has been onerous and has required technical expertise in relation cost benefit analysis in line with UK Government Green Book processes, which has necessitated the procurement of external consultancy support. If the requirements for LUF3 are similar then further consultancy support is likely to be necessary. Although UK government awarded £125,000 to every local authority to support the costs of LUF bids, this funding has been exhausted in preparing bids for rounds 1 and 2. Further funding will therefore be required to support these costs.
- 7.2 The match funding implications of LUF3 and Transforming Towns bids are likely to be significant. All cost estimates will need updating, but as a guide the total estimated cost of the package of projects submitted as the Caldicot LUF2 bid in summer 2022 was £24,572,455. MCC's match funding commitment in that bid was £1,935,981, and MCC also underwrote assumptions about Welsh Government match funding to the value of £3,044,834.
- 7.3 Transforming Towns funding requires match funding of least 30%. The most recent cost estimate for Monnow Street is £6,070,690. The match funding requirement based on this cost estimate would be at least £1,821,207. It is likely that the Council would need to provide most of this match funding.
- 7.4 It is anticipated that the delivery of the projects recommended for prioritisation for LUF3 and Transforming Towns funding would be led and overseen by the Council's Regeneration team, working with other service areas as appropriate and using existing officer resources. Funding to support additional project management resources where necessary will be sought as part of grant funding for the schemes.

8 CONSULTEES:

- 8.1 The following have been consulted

- Cabinet
- SLT
- Severnside Area Committee

- Communities and Place DMT

9 CONCLUSION

9.1 Place Scrutiny Committee is invited to scrutinise the following recommendations prior to consideration by Cabinet:

9.1.1 That Cabinet authorises the Chief Officer, Communities and Place, to prepare and submit an application for Levelling Up Fund Round 3 funding to support the delivery of regeneration projects in Caldicot, in consultation with the Cabinet Member for Sustainable Communities and the Severnside Area Committee and subject to confirmation that funding is available.

9.1.2 That Cabinet authorises officers to prepare and submit a bid for Transforming Towns funding for the delivery of proposals for public realm and active travel improvements in Monnow Street, Monmouth, subject to the decision on adoption of those proposals by Cabinet expected on 17 May 2023.

10 BACKGROUND PAPERS:

10.1 Costs and match funding assumptions for the Council's LUF2 bids in summer 2022 are provided at Appendix 1.

10.2 The previous Cabinet approved the submission of LUF2 bids in March 2022. The report can be viewed [here](#).

10.3 The July 2022 Cabinet report on Regeneration Funding and Delivery is available [here](#).

10.4 The 17 May 2023 Cabinet report recommending adoption of the proposed scheme for Monnow Street is [here](#).

10.5 The LUF2 bids for Caldicot and Monmouth are available [here](#).

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Appendix 1: Monmouthshire LUF2 bids: costs and match funding assumptions

Appendix 2: Integrated Impact Assessment (incorporating equalities, future generations, Welsh language, and socio-economic duty)

Monmouthshire LUF2 bids: costs and match funding assumptions

CALDICOT

7-43 Newport Road

LUF	£6,359,837
Welsh Government Transforming Towns Programme	£2,700,000
Local match funding*	£493,029
Subtotal Newport Road	£9,552,865

Wellbeing and Leisure Hub

LUF	£10,193,812
Local match funding*	£1,205,020
Subtotal Wellbeing and Leisure Hub	£11,398,832

Newport Road public realm

LUF	£3,037,991
Welsh Government Active Travel Fund	£344,834
Local match funding*	£237,932
Subtotal Newport Road public realm	£3,620,757

CALDICOT ALL PROJECTS

LUF	£19,591,640
Welsh Government Transforming Towns Programme	£2,700,000
Local match funding*	£1,935,981
Welsh Government Active Travel Fund	£344,834
Total - Caldicot all projects	£24,572,455

MONMOUTH

Shire Hall improvements

LUF	£3,485,903
Local match funding*	£387,323
Subtotal Shire Hall improvements	£3,873,226

Market Hall redevelopment

LUF	£4,312,904
Local match funding*	£479,212
Subtotal Market Hall redevelopment	£4,792,115

Arrival and Connecting Blestium Street and Monnow Street

LUF	£8,505,814
Welsh Government Active Travel	£400,000
Local match funding*	£545,091
Subtotal Arrival and Connecting Blestium Street and Monnow Street	£9,450,905

MONMOUTH ALL PROJECTS

LUF	£16,304,621
Local match funding*	£1,411,626
Welsh Government Active Travel	£400,000
Total - Monmouth all projects	£18,116,247

CHEPSTOW

LUF	£5,227,320
Local match funding*	£1,860,280
Welsh Government	£380,000
Total - Chepstow	£7,467,600

*Assumed likely to be required from MCC but could also be from other non-UK government sources



Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p>Name of the Officer completing the evaluation Daniel Fordham</p> <p>Phone no: 07984 024489 E-mail: danielfordham@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The Welsh Government’s Transforming Towns programme and UK Government’s Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire’s ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term. There is therefore a need to prioritise projects against potential sources of funding.</p> <p>The purpose of the Cabinet report is to secure agreement on the prioritisation of strategic regeneration projects in Monmouthshire against potential sources of funding. It recommends that:</p> <ul style="list-style-type: none"> • an application for Levelling Up Fund Round 3 is prepared for a package of projects in Caldicot • Welsh Government Transforming Towns funding is sought for the implementation of proposed public realm and active travel improvements in Monnow Street, Monmouth • Funding is sought to support further development of proposals for 7-43 Newport Road in Caldicot and Blestium Street and the Market Hall in Monmouth
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date</p> <p>15 May 2023</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 projects that are recommended for prioritisation in the report will support the regeneration of town centres, helping to retain locally accessible services and thriving businesses. Enabling communities to safely access local shops and services will benefited those who are without internet access or who cannot travel far to shop/use amenities: these issues disproportionately affect older people. High Streets can be enhanced with planters, parklets and outdoor trading spaces, improved public realm and attractive buildings. Placemaking will providing thriving places that are pleasant to dwell in, both supporting local businesses and helping those who are lonely, which may disproportionately affect elderly people.</p> <p>It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town</p>	None	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people with limited mobility, expectant or new parents or young children to rest.

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?
Disability	<p>The projects that are recommended for prioritisation in the report will support the regeneration of town centres, helping to retain locally accessible services in thriving businesses. Enabling communities to safely access local shops and services will benefited those who are without internet access or who cannot travel far to shop/use amenities: these issues disproportionately affect people with disabilities.</p> <p>It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town</p>	<p>Changes to the public realm such as those proposed for Monnow Street and for the pedestrianised area in Caldicot town centre can be disorientating for people with sight difficulties and visual impairment and could be distressing for people with severe autism.</p> <p>Green infrastructure, street furniture and outdoor trading areas pose potential obstacles to those with visial impairments or mobility difficulties. Care will therefore been taken with the siting of these areas.</p>	<p>The public realm proposals for Monnow Street and the pedestianised area in Caldicot town centre include additional street seating, allowing people with limited mobility, expectant or new parents or young children to rest.</p> <p>Careful consideration will be given to the needs of people with disabilities before implementing any changes.</p>
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A

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?
Pregnancy or maternity	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people to rest and feed children.	Green infrastructure, street furniture and outdoor trading areas pose potential obstacles. Care will therefore been taken with the siting of these areas.	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people to rest and feed children.
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	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. Data suggests the majority of these jobs are done by females.	None	Changes to the public realm, as proposed for Monnow Street and the pedestrianised area in Caldicot town centre, will consider matters such as lighting to ensure that everyone is safe and feels safe. Feeling unsafe at night disproportionately affects females.
Sexual Orientation	None	None	Changes to the public realm, as proposed for Monnow Street and the pedestrianised area in Caldicot town centre, will consider matters such as lighting to ensure that everyone is safe and feels safe.

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?

Socio-economic Duty and Social Justice	The projects recommended for prioritisation in the report will support the regeneration of Caldicot and Monmouth town centres, helping to retain locally accessible services and thriving businesses. An economically thriving town centre may create new employment and training opportunities which could benefit people suffering socio economic disadvantage.	None	The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.
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3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>All new highway signs and carriageway markings delivered as part of public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre will be bilingual with Welsh appearing before English as per current guidance. Any interpretational materials also will also be bilingual with Welsh appearing first.</p>	<p>None.</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>None: there are no recruitment implications arising from this proposal.</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>All new highway signs and carriageway markings delivered as part of public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre will be bilingual with Welsh appearing before English as per current guidance. Any interpretational materials also will also be bilingual with Welsh appearing first.</p>	<p>None.</p>	<p>N/A</p>


4. 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>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The proposed schemes will help to create a safe and attractive town centres 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. Providing the infrastructure to enable citizens to enable communities to thrive and support local businesses.</p>	<p>N/A</p>
<p>A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Yes. The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include green infrastructure measures which will enhance biodiversity, and will include sustainable urban drainage measures which mitigate the impact of heavy rainfall.</p>	<p>Detailed specification of GI and SUDs at detailed design stage. Careful consideration will need to be given to management and maintenance of the rainwater gardens.</p>
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Yes. It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the "golden thread" through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town. Refurbishment of the leisure centre to create a wellbeing hub is one of the three projects which may form part of the Caldicot LUF bid.</p> <p>In addition, both the Monnow Street and Caldicot public realm proposals include active travel measures which encourage walking and cycling,</p>	<p>N/A</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?
	including an enhanced pedestrian environment and additional cycle storage.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Yes. The proposals if implemented will create more attractive and welcoming environments in Caldicot and Monmouth town centres which are accessible to all parts of the community.	Other projects are proposed, and grant funding available, to support town centre regeneration and vitality. The projects that are recommended for prioritisation in the report will support the regeneration of the Monmouth and Caldicot town centres but will not in themselves solve all of the towns' challenges.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Yes. The proposals for Monnow Street and the pedestrianised area in Caldicot town centre are designed to encourage use of active travel modes and to reduce car reliance and consequent negative environmental impacts.	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Yes. Any streets signs, highway markings and interpretational material delivered as part of the projects will be in Welsh and English.	All consultation documents have been provided bilingually
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Yes. The projects proposed for prioritisation in the report aim to support an economically thriving town centre, which may create new employment and training opportunities. There is also evidence that public realm and active travel improvements such as those proposed for Monnow Street and Caldicot town centre can increase inclusion and reduce inequality because of the benefits they bring to	The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.

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?
	people without access to a car - a third of households in the UK, rising to two thirds for the poorest households.	

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>	<p>Yes. Many of the projects recommended for prioritisation in the report will remain in place for many years, and will therefore be designed with longevity and adaptability in mind. Design of public realm and active travel measures proposed here will include measures to ensure SAB compliance, potentially including rainwater gardens or other measures which and help future proof the project in terms of climate change as well as ensuring biodiversity enhancement. The proposals build in measures to encourage modal shift in accordance with Llwybr Newydd.</p>	<p>N/A</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 data-bbox="129 571 293 600">Collaboration</p> <p data-bbox="333 363 510 587">Working together with other partners to deliver objectives</p>	<p data-bbox="544 256 1328 555">Yes. All of the projects recommended for prioritisation in the report have been developed with local partners. The Monnow Street scheme is the result of an extensive consultation and engagement process which included a wide range of stakeholders. The development of the forthcoming Monmouth Placemaking Plan, to be produced in collaboration with Monmouth Town Council, will build on this work.</p>	<p data-bbox="1350 256 1406 285">N/A</p>
 <p data-bbox="141 951 297 979">Involvement</p> <p data-bbox="349 727 517 911">Involving those with an interest and seeking their views</p>	<p data-bbox="544 727 1328 831">Yes. All of the projects recommended for prioritisation in the report are the result of consultation with local stakeholders and communities.</p>	<p data-bbox="1350 727 1406 756">N/A</p>
 <p data-bbox="152 1230 293 1259">Prevention</p> <p data-bbox="342 991 506 1286">Putting resources into preventing problems occurring or getting worse</p>	<p data-bbox="544 991 1328 1206">Yes. There are concerns about the economic fragility of town centres in Monmouthshire. The projects recommended for prioritisation in the report will address this challenge by supporting the regeneration of Caldicot and Monmouth town centres, helping to retain locally accessible services and thriving businesses.</p>	<p data-bbox="1350 991 1406 1019">N/A</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>Yes. The Caldicot LUF bid is proposed to have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town. Refurbishment of the leisure centre to create a wellbeing hub is one of the three projects which may form part of the Caldicot LUF bid.</p> <p>The town centre improvements proposed for Monmouth and Caldicot will also have a positive impact on physical and mental wellbeing, by creating pleasant and safe environments for people on foot or cycle which encourages people to visit and spend more time in the town centres, benefiting communities, visitors and local businesses.</p>	<p>N/A</p>

5. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: 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?
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

6. What evidence and data has informed the development of your proposal?

The projects proposed to form the Caldicot LUF bid have each been informed by relevant evidence, and the case for investment as a whole is based on analysis of demographic and socioeconomic data. This is set out in the LUF 2 application, a link to which is provided in the main report.

The Monnow Street proposal was informed by extensive consultation evidence, and well as data and evidence in relation to traffic impacts, active travel, economic impacts etc as cited in the Weltag 1 and 2 reports and in the recent Cabinet report on this proposal. A link to this report is provided in the main report

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 main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed for prioritisation.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in economically thriving town centres.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.

- No impact on safeguarding or corporate parenting.

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
Seek a decision from Cabinet on the recommendations for prioritisation of strategic regeneration projects in Monmouthshire against potential sources of funding.	Following feedback from Place Scrutiny Committee	Daniel Fordham, Regeneration Manager.

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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.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration

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SUBJECT:	TRANSFORMING CHEPSTOW MASTERPLAN
MEETING:	PLACE SCRUTINY COMMITTEE
DATE:	25 MAY 2023
DIVISION/WARDS AFFECTED:	CHEPSTOW

1 EXECUTIVE SUMMARY AND PURPOSE

- 1.1 The Transforming Chepstow Masterplan is a placemaking plan for Chepstow, co-developed by Chepstow Town Council and Monmouthshire County Council and informed by consultation with stakeholders and the local community.
- 1.2 The masterplan provides a strategic regeneration framework for Chepstow, providing a shared vision, aims and objectives for the town. It sets out a suite of projects which have emerged from consultation, including ten high priority projects, by which that vision will be realised and the aims and objectives can be met.
- 1.3 The purpose of this report is to brief Place Scrutiny Committee members on and allow them to scrutinise the Transforming Chepstow Masterplan, prior to the masterplan being considered by Cabinet for adoption.

2 RECOMMENDATIONS:

- 2.1 That Place Scrutiny Committee scrutinises the Transforming Chepstow Masterplan and endorses the masterplan for adoption by Cabinet and the proposal to establish a joint masterplan delivery group with Chepstow Town Council.

3 KEY ISSUES:

- 3.1 The Transforming Chepstow Masterplan is proposed as the placemaking plan for Chepstow. It is provided at Appendix 1.
- 3.2 The Welsh Government promotes placemaking as an approach which involves “working collaboratively across sectors and disciplines to comprehensively consider the future development of distinctive and vibrant places” (Design Commission for Wales, *Placemaking Guide 2020*). Planning Policy Wales states that placemaking is:

*'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness and well-being in the widest sense.'*¹

- 3.3 Placemaking plans are strategic regeneration documents for a town or city which consider what placemaking means for that place. Developed collaboratively with a broad range of stakeholders, placemaking plans typically set out a vision for a place, consider the challenges and opportunities it faces, and propose actions and interventions to realise the vision and address the identified challenges and opportunities.
- 3.4 It is a prerequisite of Welsh Government Transforming Towns funding for town centre regeneration that appropriate placemaking plans are in place or being developed.
- 3.5 The proposal to produce a placemaking plan for Chepstow formed part of a report which was presented to Cabinet on 15 September 2021. It was proposed that 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... to enhance the long-term vitality and viability of the town.”
- 3.6 Regeneration strategies that serve as placemaking plans are already in place for Caldicot and Usk as well as for the Wye Valley Villages. Placemaking plans will also be required for Abergavenny, Magor and Monmouth: this is an action in the recently adopted Community and Corporate Plan and will be taken forward in the current year.
- 3.7 The Transforming Chepstow Masterplan was commissioned jointly by MCC and Chepstow Town Council in January 2022, and its development has been overseen by a steering committee comprising County Councillors in Chepstow and representatives from the Town Council. It builds on work done by the Town Council to produce a place plan. Chris Jones Consulting was awarded the contract to develop the plan following a competitive tender process.
- 3.8 The placemaking plan process has entailed six key steps:
- Stakeholder communication and engagement to inform stakeholders about the plan and undertake the targeted stakeholder evidence gathering
 - Review of baseline documents and evidence
 - Analysis and understanding of the Chepstow's performance compared to similar market towns

- Development of ideas for physical streetscape and regeneration projects in the town
 - Public consultation
 - Preparation of the placemaking plan
- 3.9 Consultation on the placemaking plan took place over three weeks in October 2022, beginning with two face to face drop-in consultation events. The first of these was at the Palmer Centre in the town centre, and the second at Bulwark Community Centre. 168 people attended the events over the two days. The proposals were then displayed at Chepstow library for the rest of the consultation period. Information about of the placemaking plan proposals was also available online.
- 3.10 A briefing pack was prepared for County and Town Councillors to enable them to present the proposals to local interest groups. In addition, a workshop session was held with pupils at Chepstow Comprehensive School.
- 3.11 A survey was available throughout the consultation period, both online and in hard copy at locations around Chepstow. 398 people responded to the survey.
- 3.12 Key messages from the consultation included:
- Concerns about the town centre – including its identity, condition, and activities
 - Lack of provision for young people
 - Need for more local facilities – places to meet and support community cohesion
 - Need for infrastructure to support growth
 - Managing traffic and improving public transport

Full details of the consultation are provided in the consultation report at Appendix 2.

- 3.13 The Transforming Chepstow Masterplan’s vision for the town, developed with stakeholders and informed by consultation, is that:

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being through a focus on green solutions.”

- 3.14 The key aims of the plan are:

- Aim 1: To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions.
 - Aim 2: To develop the quality and range of community infrastructure across Chepstow's neighbourhoods that supports local well-being and improved life chances
- 3.15 Almost 30 potential projects to help realise the vision and aims were identified through the development of the plan and consultation with stakeholders and the public. Information on these is provided in the masterplan. To ensure a clear focus on delivery, County and Town Councillors have prioritised the projects. The top ten projects are:
1. High Street vacant property campaign: street level and bigger properties, meanwhile and pop-up use
 2. High Street building improvement grants: High Street and Moor Street
 3. The Dell play provision and wildflower meadow
 4. Chepstow bus-rail interchange: regional and national connections, bus stops in town centre
 5. Demand response transport: fflecsi scheme
 6. The Drill Hall
 7. Garden City active travel link and Wales Coastal Path
 8. High Street workspace feasibility study
 9. Thornwell primary school: community growing project
 10. Bulwark active travel links and Wales Coastal Path links
- 3.16 The Transforming Chepstow Masterplan steering group agreed the final draft plan (as attached at Appendix 1) at its meeting on 26 April 2023.
- 3.17 It is proposed that that the masterplan should now be adopted by both Monmouthshire County Council and Chepstow Town Council. The focus will then move to delivery of the projects set out in the plan and in particular the ten prioritised projects. The plan identifies lead organisations for each project and potential sources of funding.
- 3.18 It is proposed that a joint delivery group including representation from Elected Members at county and town level should be established to drive and oversee the delivery of the plan, as has been the case for the other placemaking plans or equivalents that have been completed in Monmouthshire. The steering group which has led the development of the plan would provide a suitable basis for the delivery group and it is recommended that it is re-established with this function. The County Council's regeneration team would provide the secretariat function for the delivery group. An early task for the delivery group will be to review its membership and consider whether there are other stakeholders who might usefully contribute to its work in delivering the masterplan.

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

4.1 An Integrated Impact Assessment (incorporating equalities, future generations, Welsh language and socio-economic duty) is attached at Appendix 3.

4.2 The main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed in the masterplan.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in an economically thriving town centre.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.
- No impact on safeguarding or corporate parenting.

5 OPTIONS APPRAISAL:

5.1 The table below provides an options appraisal.

Options	Benefits	Risks	Comments/mitigation
Do nothing.	<ul style="list-style-type: none"> • No demand on resources of MCC or Chepstow Town Council 	<ul style="list-style-type: none"> • Vision and aims of masterplan unlikely to be realised. • Resources expended in developing masterplan will be wasted • Loss of trust of those involved in masterplan development and consultation • Inability to access some grant funding 	<ul style="list-style-type: none"> • Not recommended
Adopt masterplan and deliver projects independently	<ul style="list-style-type: none"> • Reduced demand on MCC and Chepstow Town Council resources as delivery group will not be established 	<ul style="list-style-type: none"> • Duplication of effort by respective Councils • Implementation fragmented and lacking benefits from pooling human and 	<ul style="list-style-type: none"> • Not recommended

Options	Benefits	Risks	Comments/mitigation
	<ul style="list-style-type: none"> Potential for more rapid decision making in absence of delivery group 	financial resources <ul style="list-style-type: none"> Partners do not feel that they are part of a bigger strategy Reduced interest from funders as lack of evidence of partnership working 	
Adopt masterplan and establish joint delivery group as recommended here	<ul style="list-style-type: none"> Promotes partnership working between organisations which can have benefits not identified in the Masterplan MCC departments have the expertise and powers to be able to implement many of the actions identified in the masterplan once funding has been secured Delivery is overseen by democratically accountable councils 	<ul style="list-style-type: none"> Failure to secure funding for priority projects, jeopardising realisation of masterplan vision and aims 	<ul style="list-style-type: none">

6 REASONS:

6.1 The adoption of the masterplan will enable the County Council to move forward with the delivery of the Transforming Chepstow masterplan and in particular the priority projects which it identifies, as well as retaining opportunities for securing grant funding from some sources. It is anticipated that Chepstow Town Council will also adopt the masterplan, allowing the two councils to progress implementation together, which is the desired outcome.

6.2 A joint masterplan delivery group bringing County and Town Councils together to oversee the implementation of the plan, as recommended here, will ensure there

is an appropriate focus on delivery with input and oversight from elected members at town and county level.

7 RESOURCE IMPLICATIONS:

- 7.1 The establishment of a joint masterplan delivery group will have resource implications for the Elected Members who are members of the delivery group. As noted, it is anticipated that the County Council's regeneration team will provide the secretariat function for the delivery group. This will be done using existing staff resources.
- 7.2 Implementation of the projects identified in the masterplan will require further funding, in some cases significant, and external grant funding is likely to be required to support delivery in all cases. The masterplan suggests potential sources of funding for each project. It is anticipated that the County Council's Regeneration team will lead on securing this funding, working with other sections of the Council and with the Town Council as appropriate. Many grants require match funding from MCC, Chepstow Town Council and/or other parties. This will be explored on a project by project basis.

8 CONSULTEES:

- 8.1 Public consultation on the Transforming Chepstow Masterplan is summarised above in section 3 and described in more detail in the consultation report at Appendix 2.
- 8.2 In addition the following have been consulted:
- Cabinet Member for a Sustainable Economy
 - County Councillors in Chepstow
 - Chepstow Town Council
 - Chepstow Chamber of Commerce
 - MCC officers in relevant sections
- 8.3 The following have been consulted on this report:
- Cabinet
 - SLT
 - Communities and Place DMT

9 CONCLUSION

9.1 Place Scrutiny Committee is invited to scrutinise the Transforming Chepstow Masterplan and endorses the masterplan for adoption by Cabinet and the proposal to establish a joint masterplan delivery group with Chepstow Town Council.

10 BACKGROUND PAPERS:

The proposal to produce a placemaking plan for Chepstow formed part of a report which was presented to Cabinet on 15 September 2021. That report can be viewed [here](#).

11 AUTHOR:

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12 CONTACT DETAILS:

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Appendix 1: Transforming Chepstow Masterplan

Appendix 2: Transforming Chepstow Masterplan consultation report

Appendix 3: Integrated Impact Assessment (incorporating equalities, future generations, Welsh language, and socio-economic duty)

TRANSFORMING CHEPSTOW A PLACEMAKING PLAN SUMMER 2023



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In collaboration with

Highgate *Transportation*

... on behalf of:



monmouthshire
sir fynwy



Trawsnewid Trefi
Transforming Towns



Llywodraeth Cymru
Welsh Government

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Placemaking Plan

Date: 27- April-2023

Job: 10406

Version: Draft 8

FIND
YOUR WAY
THROUGH
THIS
DOCUMENT

CHAPTER 01
THE PLACEMAKING
PLAN

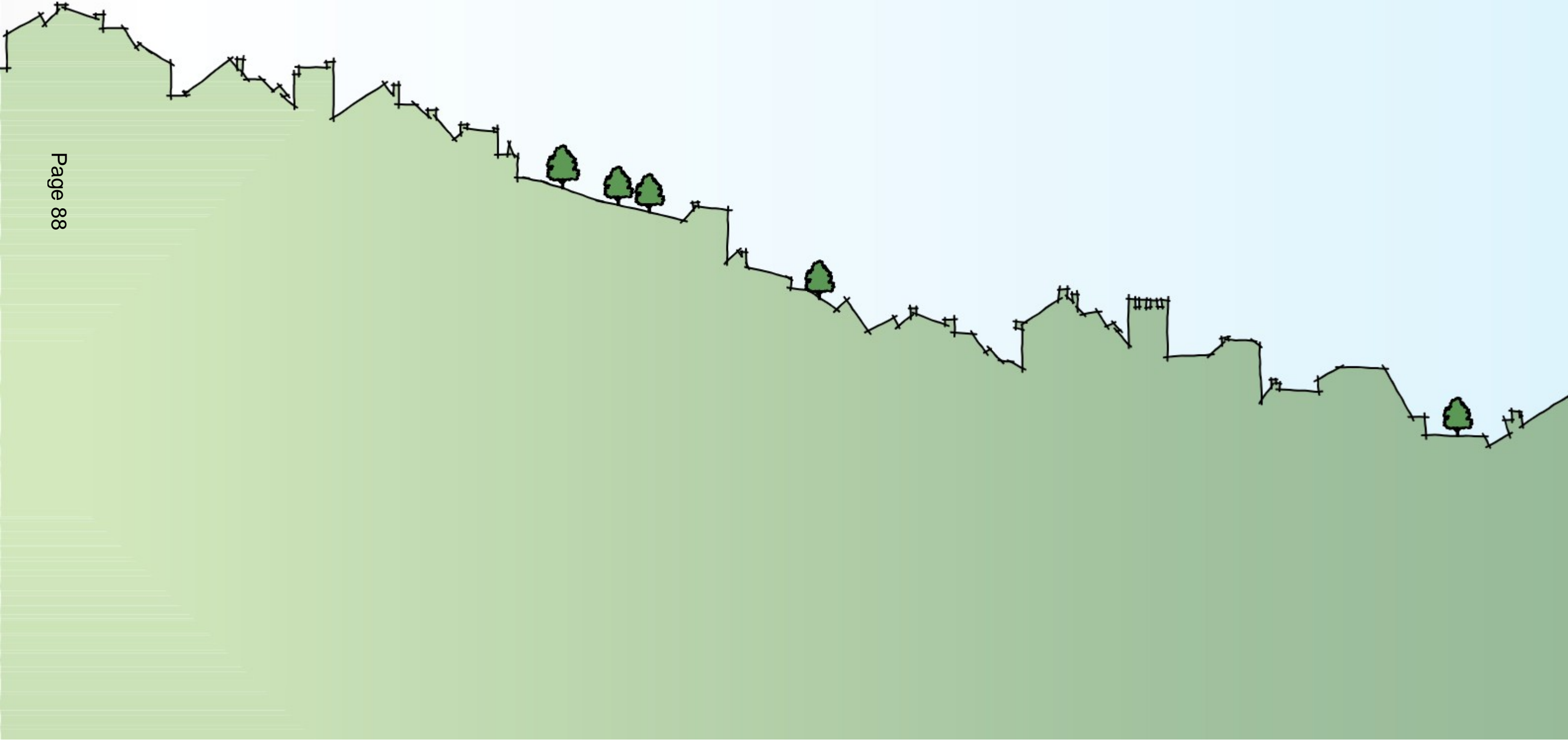
CHAPTER 02
CHEPSTOW IN
CONTEXT

CHAPTER 03
CHALLENGES AND
OPPORTUNITIES



CHAPTER 05
ACTION PLAN &
PROGRAMME

CHAPTER 04
VISION, THEMES AND
PROJECTS

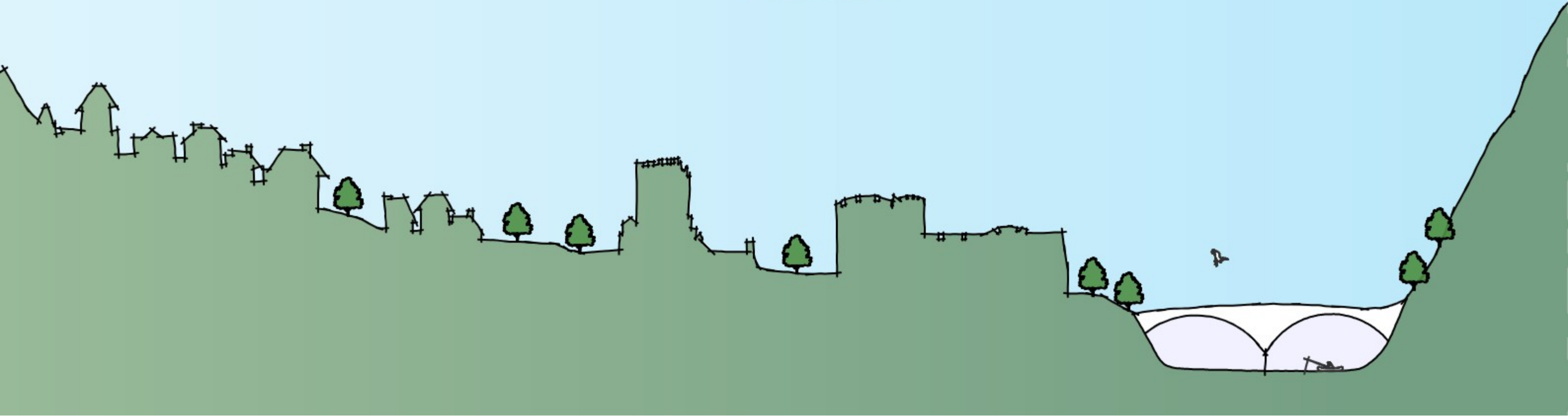


Chapter 01

The Placemaking

Plan

1



PURPOSE

Monmouthshire County Council and Chepstow Town Council identified the need for a Placemaking Plan for Chepstow that would provide the strategic framework which will guide future changes in the town. The “Transforming Chepstow Plan” is the place making strategy and plan for the town.

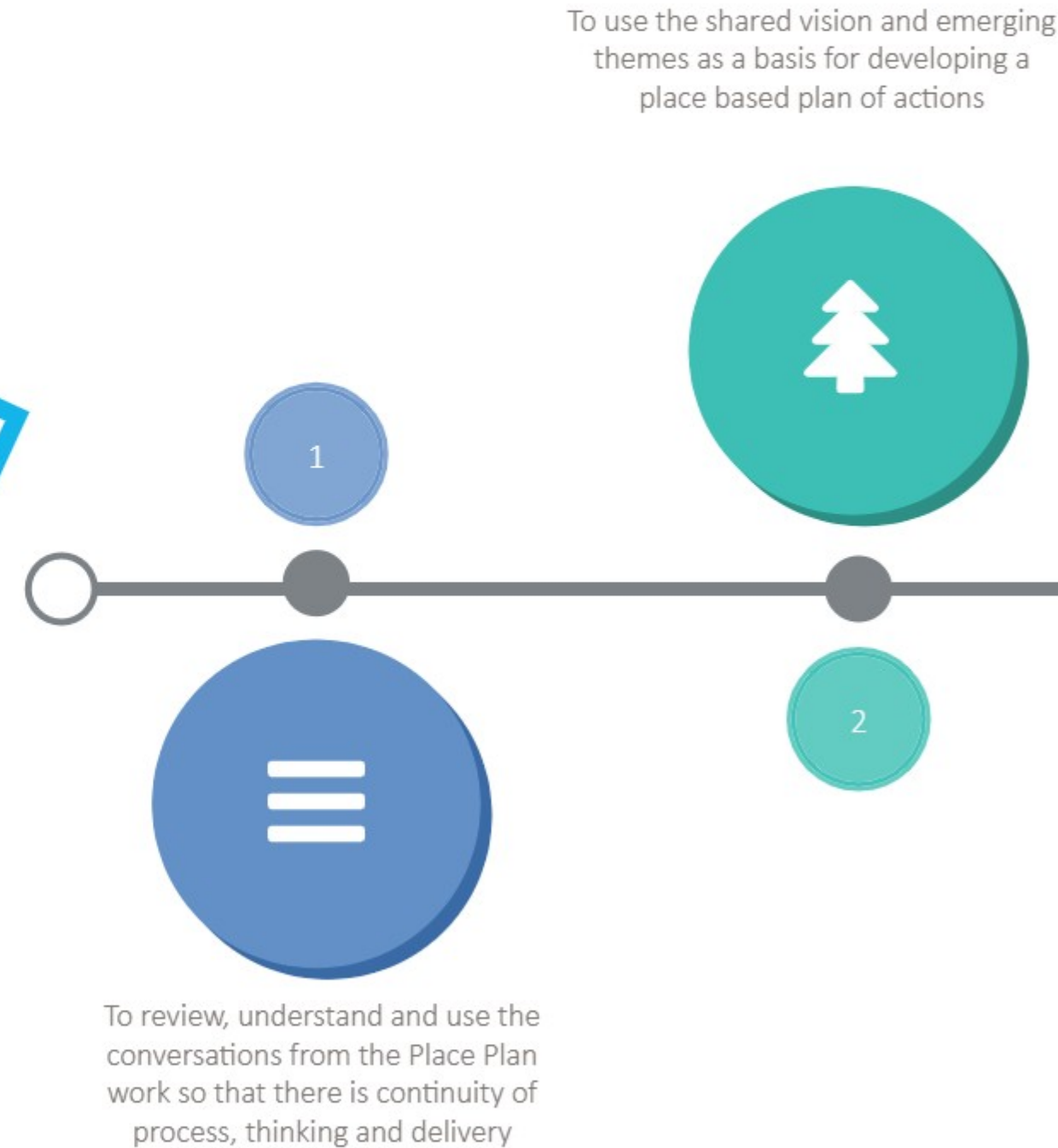
Chepstow Town Council have been working to produce a Place Plan, a shared vision for the town developed through extensive stakeholder engagement. Monmouthshire County Council has identified an opportunity to prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors. The plan will also expect to unpick some of the existing challenges as well as look ahead at the transformation required to ensure that the town is able to capitalise on potential opportunities resulting from a planned future increase in population with the current Local Development Plan (LDP).

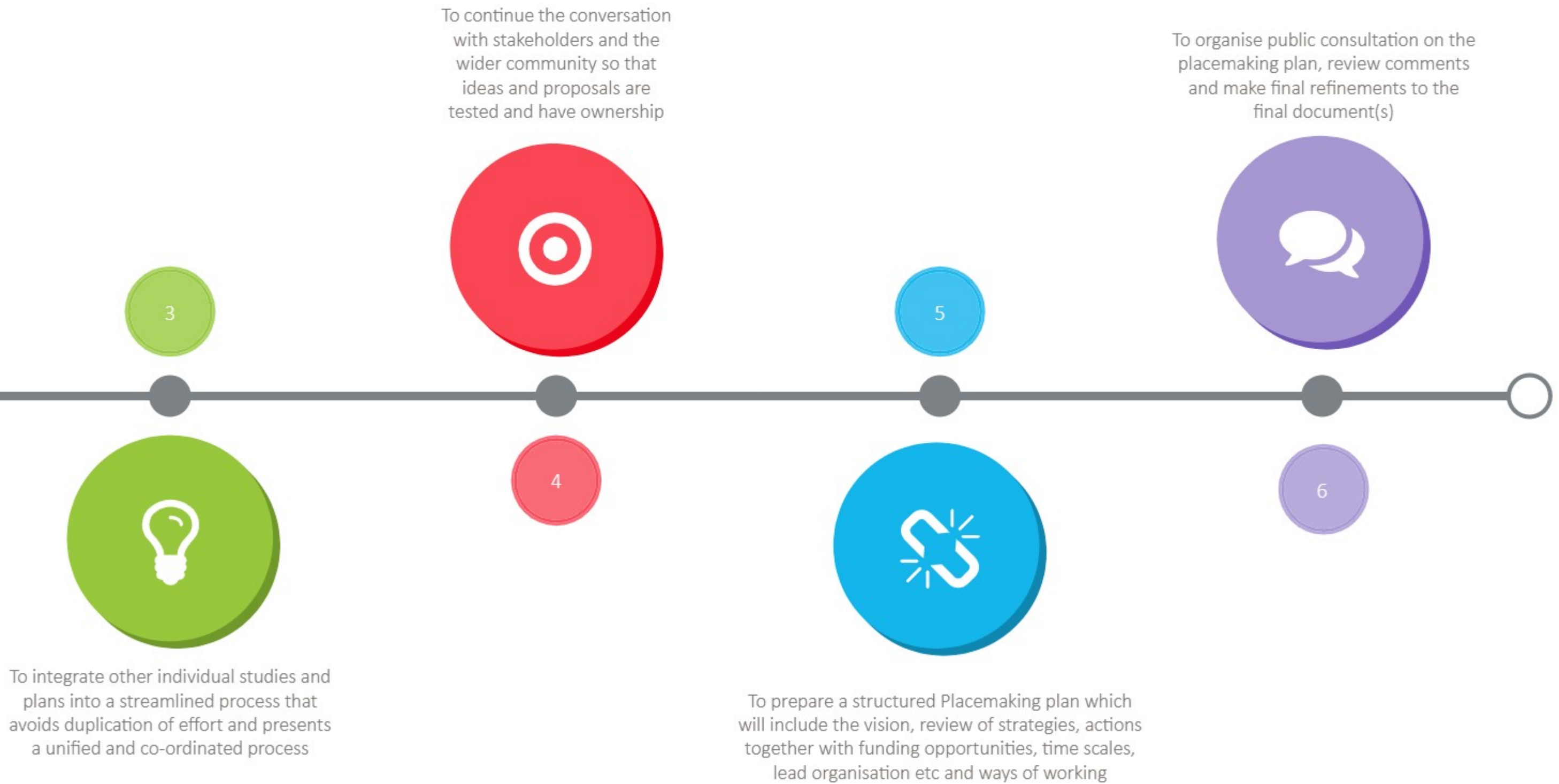
Both Councils have identified synergies in coming together to produce a single Placemaking Plan which will combine and develop further the emerging themes and solutions from the Place Plan work in alignment with and in support of relevant Welsh Government (WG) / Monmouthshire County Council (MCC) policies, plans and funding opportunities.

Plan Aim

To prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors.

Plan Objectives





WHAT IS A PLACEMAKING PLAN?

Welsh Government's Planning Policy Wales states that placemaking is:

"a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness and well-being in the widest sense"

Placemaking considers the context, function and relationships between a development site and its wider surroundings.

This will be true for major developments creating new places as well as small developments created within a wider place.

Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage.

Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.

The Design Commission for Wales's Placemaking Guide 2020 talks about the need for a holistic approach being needed that takes into consideration whole places rather than individual land uses or each development in isolation.

The concept of placemaking has developed in response to 'placelessness' within the built environment whereby new development lacks a distinct identity, character, sense of community or collective ownership. Placemaking has grown in importance as the links with health and wellbeing have been more explicitly explored and understood.

How Does a Plan Support Good Placemaking?

Whilst a Placemaking Plan is not the sole solution to managing change and providing direction to a town like Chepstow it is important to frame long term aspirations and to also nourish relationships between the place, the people, and the activities. The goal here is to make the whole greater than the sum of its parts.

A long-term strategy and plan also ensures practical issues have been considered and the design of the space is able to accommodate the likely range of end uses required. A Plan is also about creating a place and not just about design as its about creating and developing an experience that people feel welcome and comfortable in.

Long-term placemaking activities should be developed in consultation with the community as they are the local experts who can present valuable perspectives and insights about the area's history, culture, function, or any other aspect that's considered meaningful for the people.

Key Drivers

The following key drivers have been highlighted as part of the community led Place Plan process. These are:

Empowering Communities & Maintaining Services

To protect, enhance and diversify the town's social and cultural assets as well as our valued facilities and services to meet the needs of all members of the community.

Open Spaces & Natural Environment

To protect and where possible improve the natural environment around and within the town and ensure that people of all ages and levels of mobility have access to high quality green and open spaces.

Shopping, Working & Visiting

To ensure the town centre remains an accessible and attractive hub of the town and the wider area and maintain and grow the position of Chepstow as a great place to live, work and visit.

Getting Around

To address issues associated with highways and the impact of high volumes of traffic and poor air quality, and to support the creation of a local transport system that is fit for all journeys that all people need to take in and beyond the town.

Heritage & Place

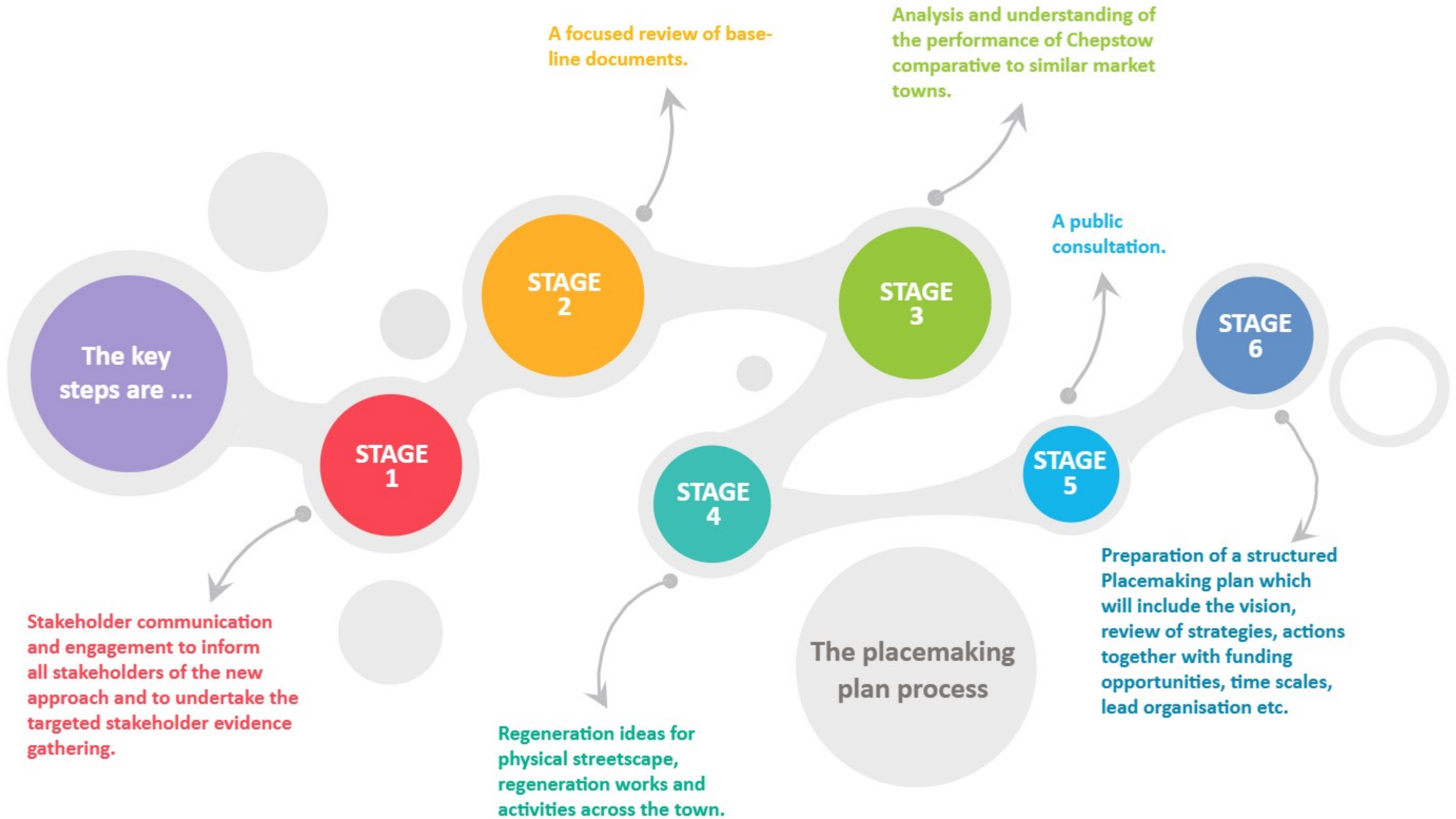
To protect the heritage and built environment assets of the town and celebrate our culture that will help in generating a sense of belonging and pride amongst the local population as well as attracting visitors into town, as well as retailers and employers.

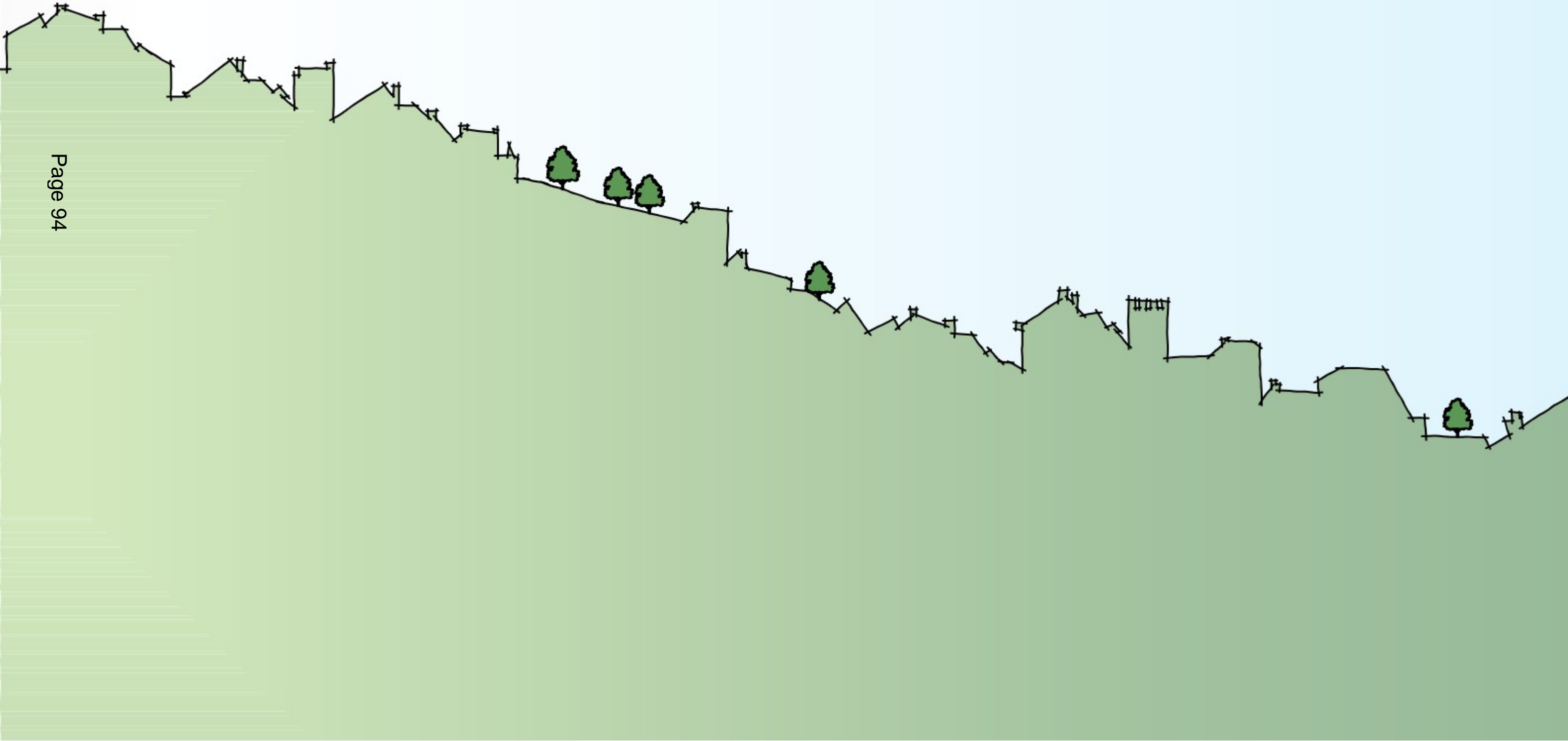
Future Homes & Sustainable Development

To ensure that the community of Chepstow plays an active role in the future growth of the town, considering the needs of current and future generations for quality, climate responsive and affordable homes, both within Chepstow and the surrounding areas.



THE PLAN PROCESS



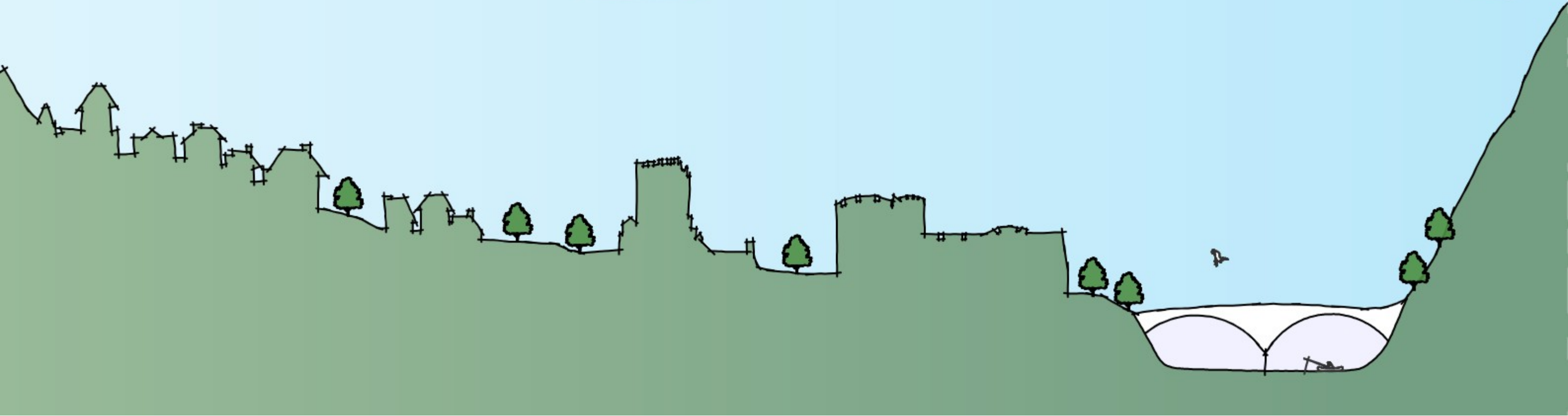


Chapter 02

Chepstow in Context

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LOCATION CONTEXT

Chepstow is a town located in the South Wales region in Monmouthshire which abuts the border with Gloucestershire in the east.

It is located in a strategic location on the River Wye and a short distance from the River Severn which is about 2 miles to the south east.

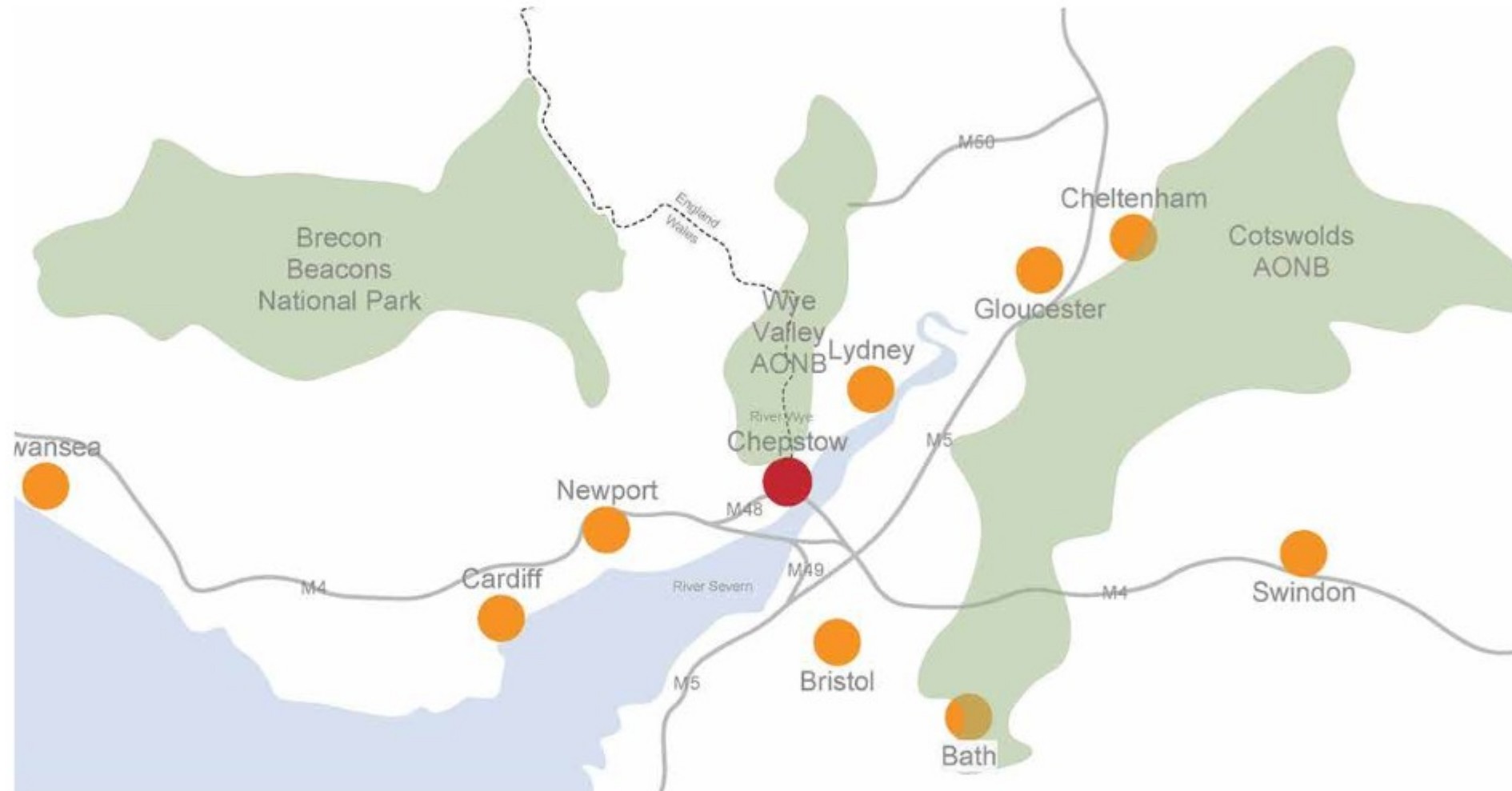
Chepstow is located approximately 30 miles east of Cardiff and 17 miles north west of Bristol which are two major hubs of employment and travel within the region.

The population is approximately 14,000. Newport is the closest large Welsh city to Chepstow which lays approximately 19 miles to the west and is easily accessed via the M48/M4 corridor widening up travel within the region.

Other significant settlements in this area include Caldicot which lays 3 miles to the southwest.

Chepstow has transport links with direct train services to Newport and Gloucester which further open up to the national rail network.

The M48 leads directly to Chepstow and crosses the River Severn leading through to Aust before rejoining the M4 and M5 at Almondsbury. The M4 Severn Bridge can be accessed directly from Chepstow via the M48 also. The A48 links to Gloucester and the Forest of Dean moving up the Wye Valley.



M48 Severn Bridge



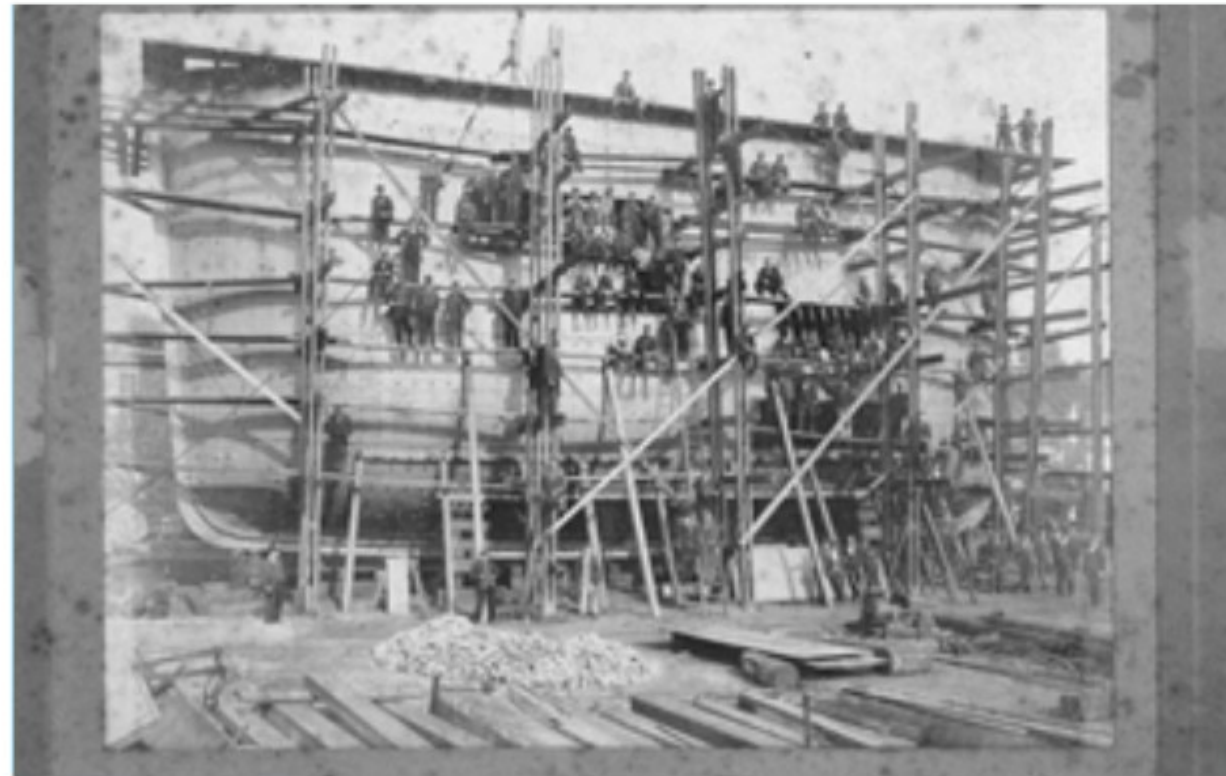
Chepstow Castle on River Wye

CHEPSTOW TIMELINE OF HISTORY AND DEVELOPMENT



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Historic Chepstow



Source: MonHeritage Archives

The name Chepstow derives from the Old English *ceap/chepe stowe*, meaning *market place* or *trading centre*. The word "stow" usually denotes a place of special significance, and the root *chep* is the same as that in other placenames such as *Chipping Sodbury* and *Cheapside*. The name is first recorded in 1307, but may have been used by the English in earlier centuries. Welsh name *Cas-gwent* refers to the "castle of Gwent".

CHEPSTOW TIMELINE OF HISTORY AND DEVELOPMENT

The oldest site of known habitation at Chepstow is at Thornwell- overlooking the estuaries of the Wye and Severn close to the modern M48 motorway junction, where archaeological investigations in advance of recent housing development revealed continuous human occupation from the Mesolithic period of around 5000 BC until the end of the Roman period, about 400 AD. There are also Iron Age fortified camps in the area- dating from the time of the Silures, at Bulwark, 1 mile (1.6 km) south of the town centre, and at Piercefield and Lancaut, some 1.5 miles (2.4 km) to the north. During the Roman occupation- there was a bridge or causeway across the Wye, about 0.6 miles (0.97 km) upstream of the later town bridge.

After the Norman conquest of England Chepstow was a key location. It was at the lowest bridging point of the River Wye, provided a base from which to advance Norman control into South Wales, and controlled river access to Hereford and the Marches.

Chepstow Castle- was founded by William Fitzosbern, 1st Earl of Hereford, in 1067, and its Great Tower, often cited as the oldest surviving stone fortification in Britain, dates from that time or shortly afterwards.

The town mainly traded in timber and bark from the Wye Valley, and with Bristol. From medieval times, Chepstow was the largest port in Wales- its ships sailed as far as Iceland and Turkey, as well as to France and Portugal, and the town was known for its imports of wine.

Chepstow was given its first charter in 1524, and became part of Monmouthshire when the county was formed.

The castle and town changed hands several times during the English Civil War. The port continued

to flourish; during the period 1790 to 1795, records show a greater tonnage of goods handled than Swansea, Cardiff and Newport combined.

The town became an important centre for tourism from the late eighteenth century, when the "Wye Tour" became popular. Visitors regularly took boats from Ross-on-Wye and Monmouth down the river, visiting, drawing and painting the "picturesque" views of the area, which included those of Tintern Abbey, Piercefield House, and the ruined Chepstow Castle.

In the 19th century a shipbuilding industry developed, and the town was also known for the production of clocks, bells, and grindstones. The port's trade declined after the early 19th century, as Cardiff, Newport and Swansea became more suitable for handling the bulk export of coal and steel from the Glamorganshire and Monmouthshire valleys. However, shipbuilding was briefly revived when the National Shipyard No.1 was established during the First World War and for a short period afterwards, when the first prefabricated ships, including the War Glory, were constructed there. The influx of labour for the shipyards, from 1917, led to the start of "garden suburb" housing development at Hardwick (now known locally as "Garden City") and Bulwark.

The town developed rapidly after the opening of the Severn Bridge in 1966- which replaced the car ferry between Beachley and Aust and allowed easier commuting between Chepstow and larger centres including Bristol and Cardiff. In 2016 the 200th anniversary of the Wye Bridge and the 50th anniversary of the Severn Bridge were marked with celebrations in the town.



Source: MonHeritage Archives

POLICY SUMMARY - NATIONAL

Wellbeing of Future Generations Act

Monmouthshire County Council (MCC) contributes to the seven national objectives through its five Organisational Goals (2017-2022). All five contribute to this objective:

- The best possible start in life
- Lifelong well-being
- Maximise the potential of the natural and built environment
- Thriving and well-connected county
- Future-focused Council – including providing good sustainable local services whilst delivering excellent customer experience.

The Well-being of Future Generations Act places a duty on public bodies to carry out sustainable development.

The Well-being Act has established seven well-being goals which are intended to shape the work of all public bodies in Wales. In order to demonstrate that appropriate consideration has been given to the Well-being goals and sustainable development principle in the decision making process, public bodies are required to have regard to the 'five ways of working' contained in the Well-being Act. These require consideration of: involvement; collaboration; integration; prevention; and long term factors.

Planning Policy Wales 2018

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. Within the document it sets out to define "Placemaking" as a holistic approach to the planning and design of development and spaces, focused on positive outcomes, which draws upon an area's potential to create high quality development and public spaces that promote



people's prosperity, health, happiness, and well-being in the widest sense.

In the context of Chepstow PPW see placemaking as considering the context, function and relationships between a development site and its wider surroundings. The policy document also sees it not as an additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.

The use of masterplans, development briefs or place plans can complement strategies by providing additional detail and supporting the implementation of development plan policies.

Wales Transport Strategy

The Wales Transport Strategy provides the framework for transport related activities and sets out the strategic priorities of a safe, integrated, sustainable, efficient and economic transport system serving Wales. It provides the context for

the Welsh Government's aim to reduce the need to travel, particularly by private car, and supports a modal shift to walking, cycling and public transport. This is reflected in Planning Policy Wales and Future Wales, which put placemaking at the heart of the planning system. This modal shift is supported by the sustainable transport hierarchy, which prioritises walking, cycling and public transport.

The current Wales Transport Strategy, One Wales: Connecting the Nation, was published in 2008. Since then the Active Travel (Wales) Act 2013 has been introduced, which is increasingly influential in the way we integrate active travel with new development. This is essential to enable people to walk and cycle as part of their everyday activities. Metro schemes are also being developed in the Southeast, South West and the North, which are being driven by significant investment from the Welsh Government and its delivery partners.

Active Travel (Wales) Act 2013

The Act places a number of duties on the local authorities to continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at planning and design stages. The active travel network should be designed or enhanced to meet a set of best practice standards.

Future Wales – the National Plan 2040

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a

vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Environment Act 2016 Part 1 Sustainable Management of Natural resources and Part 2 Climate Change

Natural resources are essential for the air we breathe, the water we drink and the food we eat. They enhance the quality of the places where we live, work and visit and provide the landscapes and biodiversity that make these areas special. Natural resources that are healthy and thriving are also healthier for people, their communities and for the economy, but demands on our natural resources are increasing. If we don't act now to manage our natural resources sustainably, there will be serious consequences that affect us all. We need to change the way we do things so that we continue to benefit from our natural resources now and in the future.

An Active Travel Action Plan for Wales



NATIONAL (CONTD)

Environment Act 2016 Part 1 Sustainable Management of Natural resources and Part 2 Climate Change

The Environment Act helps us meet this challenge by introducing the sustainable management of natural resources as a new approach which ensures that the way in which the use of and the impacts on our natural resources do not result in their long term decline. We have learnt from the experiences of our international partners and are using international best practice by for example, implementing the UN Convention on Biological Diversity ecosystem approach, to help Wales lead the way on Sustainable Development. Our aim is to sustainably manage our natural resources in a way and at a rate that meets the needs of the present generation without compromising the needs of future generations and which contribute to the seven well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Part 1 of the Act- S6 Biodiversity Duty requires public authorities to seek to maintain and enhance biodiversity and promote resilient ecosystems. To comply with this duty public authorities are required to embed consideration of biodiversity and ecosystems into policies, plans, programmes and projects. The Nature Recovery Action Plan for Gwent sets out more detailed guidance on a Gwent wide approach. Complying with the S6 duty will help maximise contributions to the Well-being goals. The Welsh government has published the following guidance :

- Action Plan for Pollinators in Wales 2013
- Action Plan for Pollinators Review 2013-2018 Future Actions [action-plan-for-pollinators-review-and-future-actions-en.pdf \(gov.wales\)](#)
- The Nature Recovery Action Plan 2015
- Natural resources Wales 2017
- Future Wales the National Plan 2040

POLICY SUMMARY - REGIONAL

Cardiff Capital Region

The Cardiff Capital Region City Deal is a unique programme of collaborative working, passionately committed to being the catalyst for regional growth and sustainable success. The deal represents the joint commitments made by the ten local authorities of the Cardiff Capital Region, the UK Government and the Welsh Government to unlock £1.3bn of collective investment. CCR's vision is for "A Prosperous Capital City-Region for Wales" — a decision making centre, a global gateway for capital, trade, and visitors, a knowledge hub and a major population centre

and business cluster for Wales. Its approach to investment and levelling up is centred on ensuring that the Strategic Hubs and Cities provide and receive the maximum economic benefit from a complementary relationship. It supports the different and distinctive roles of strategic hubs and build on their key strengths to provide a diverse range of complementary employment opportunities.

Western Gateway

The Western Gateway is a cross-border economic partnership of Local Authorities, City Regions,

Local Enterprise Partnerships and Governments (in Wales and Westminster), working together to bring additionality to the area's existing strategies and structures. The Western Gateway goes one step further than 'regional'. Covering the core cities of Bristol and Cardiff, it stretches across south Wales and western England, from Swindon to Swansea, Wiltshire and Weston-Super-Mare to Tewkesbury. Our focus is inclusive and clean economic growth, where scale and collaboration can achieve more for our people and the wider economies of our countries than our constituent parts could achieve alone. Its focus is on inclusive and decarbonised economic growth, where scale and collaboration can deliver more for our people and the wider economies of our countries than our constituent parts could achieve alone. Its Vision is about "Propelling a greener, fairer, stronger Britain", supported by a number of ambitions.

Regional Strategic Diagram



POLICY SUMMARY - LOCAL

Monmouthshire Corporate Plan

The Plan is in line with the goals and ambitions of our partners in other public services such as the NHS, Police, Public Health, housing associations and the Fire and Rescue Service. These and many more organisations are part of the Monmouthshire Public Service Board (PSB). Priorities that are relevant to this submission are:

- Social Justice- a fair and equal society, respecting and upholding diversity within our communities, addressing child poverty and worklessness
- Enterprise & Job creation- capitalise on the Cardiff Capital Region City Deal and reducing bridge tolls to unlock opportunity and drive economic growth so that productivity becomes a lever for increased prosperity
- Locally Accessible Services – maintaining a local service offer and enhancing our leisure and recreation provision
- The provision of quality housing, including affordable housing, to meet the needs of our communities and to address the needs of our changing demography.

Monmouthshire's Replacement Local Development Plan

Monmouthshire County Council is consulting on a new RLDP Preferred Strategy. The Preferred Strategy is the first statutory consultation stage in the Plan preparation process and provides the strategic direction for the development and use of land in Monmouthshire (excluding the area within the Brecon Beacons National Park) over the Plan period 2018 to 2033 and identifies how much growth is needed and where this growth will broadly be located.

The Monmouthshire Replacement LDP Vision is-

By 2033 Monmouthshire will be a place where:

- 1) People are living in sustainable, resilient communities that support the wellbeing of current and future generations and are more inclusive, equal, safe, cohesive, prosperous, vibrant and balanced demographically. Both urban and rural communities are well-connected with better access to local services and facilities, open space and employment opportunities.
- 2) Communities and businesses are part of an economically thriving, ambitious and well-connected County.
- 3) The best of the County's built heritage, countryside, biodiversity, landscape and environmental assets have been protected and enhanced to retain its distinctive character.
- 4) People enjoy healthier, more sustainable lifestyles with improved access to public transport and active travel opportunities and have a minimised impact on the global environment, supporting our ambitions for a zero carbon county.

In December 2022, the County Council commenced its consultation on its preferred strategy which is centred in a Demographic-led Strategy Growth supported by a spatial options that has a focus on growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot including Severnside, as well as some growth in our most sustainable rural settlements, excluding those settlements in the Upper Wye catchment area. The key message from the preferred strategy are:

- Makes provision for approximately 5,400 - 5,940 homes over the Plan period 2018-2033 (Strategic Policy S1). This includes approximately 1,580- 1,850 affordable

homes (Strategic Policy S6). As there are currently approximately 3,740 homes in the housing landbank, land will be allocated for approximately 1,660- 2,200 new homes, including 830- 1,100 new affordable homes.

- Sets out the planning policy framework to enable the provision of approximately 6,240 additional jobs (Strategic Policy S1) by allocating sufficient employment land and by including policies to facilitate economic growth (Strategic Policy S12). The RLDP will be supported by an Economic Development Strategy.
- Focuses growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot (including Severnside) (Strategic Policy S2). Due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works (WwTW) within the Plan period, no new site allocations are proposed in the primary settlement of Monmouth or within the upper River Wye catchment area north of Bigsweir Bridge.
- Identifies Preferred Strategic Site Allocations in the primary settlements of Abergavenny, Chepstow and Caldicot (Strategic Policy S7). Other detailed site allocations will be set out in the Deposit RLDP.
- Limits the impact of climate change by ensuring new homes are net zero carbon ready and well connected with existing settlements, providing attractive and accessible places to live and work.
- Sets out strategic policies on a range of topic areas, reflecting the four placemaking themes in Planning Policy Wales (PPW)12 .

Monmouthshire's Well-being Plan

The Future Monmouthshire programme has been designed to align with the principles of the Future Generations Act. It is led by Monmouthshire County Council and was agreed by other partners of the PSB to form part of its thinking as it develops well-being objectives and the steps it will take to meet these, recognising the need to act collaboratively to address the issues that are being recognised.

In July 2017, the PSB agreed their purpose of building sustainable and resilient communities, three cross-cutting aspirations that will apply to all objectives and steps, and four well-being objectives – two about people and two about place, as shown in the following table.



Source: monmouthshire.gov.uk

Purpose	Building Sustainable and Resilient Communities	
Our aspiration is to ...	<ul style="list-style-type: none"> Reduce inequalities between communities and within communities. Support and protect vulnerable people Realise the benefits that the natural environment has to offer 	
Our well-being objectives are ...	People and Citizens	Place and Communities
	Provide children and young people with the best possible start in life	Protect and enhance the resilience of our natural environment whilst adapting to the impact of climate change
	Respond to the challenges associated with demographic change	Develop opportunities for communities and businesses to be part of an economically thriving and well connected county

Chepstow Transport Study

A Chepstow Transport Study WelTAG Stage One was commissioned jointly by Monmouthshire County Council, Forest of Dean District Council and Gloucestershire County Council in 2018.

This study considered problems and identified objectives, focusing on the strategic corridor of the A48 and included wider issues and impacts along the corridor from Lydney in the east to Chepstow in the west.

The Chepstow Transport Study WelTAG Stage Two was commissioned in 2020 by Monmouthshire County Council with our strategic partners.

The Chepstow Transport Study highlighted several problems to be addressed surrounding public transport and active travel, but possibly the highest profile problem lies largely in traffic congestion.

The Stage 2 study provided a comprehensive review of the Stage 1 recommendations and investigated certain options further.

The study concluded that a do minimum scenario was not appropriate and identified three distinct packages:

1. Package 1: Active Travel Improvements
2. Package 2: Chepstow Transport Hub and Connectivity Improvements
3. Package 3: Chepstow Bypass

Packages 1 and 2 have been taken to Stage 3.

The Chepstow Bypass (40mph) was recommended at Stage 2 for taking forward to Stage 3, to provide a single-carriageway and bridge link between Beachley and the Bulwark/Thornwell area, direct to the M48.

This would ease congestion through the town, providing journey time savings, reduced air pollution and well-being benefits to all, whilst also providing good links for walking and cycling.

Taking this proposal through to Stage 3 is complex and currently subject to further discussions.

Chepstow transport study- ARUP



CHEPSTOW PLACE PLAN

Chepstow Town Council identified the need to understand the views of the local community in and around Chepstow as part of a Place Plan process. The consultation programme was developed to enable residents, businesses, key stakeholders and young people to get involved, and join a community wide ‘conversation’ about the future of the town.

Due to Covid-19, the planned public engagement for the Chepstow Place Plan was shaped in response to restrictions placed on face-to face events, and a range of online channels and techniques were used to reach out. Online community engagement activities ran between March and end of May 2021 and included:

- A project website – futurechestow.co.uk launch at the beginning of March 2021
- An online “town map” embedded into the website
- Survey form (via website)
- Comment form (via website)
- Online Community and Stakeholder Focus Groups (via Zoom)

To communicate with as many people in and around Chepstow – the following were undertaken to promote the Place Plan and to inform the community of the consultation phase included:

1. Leaflet drop to residents and businesses
2. Posters
3. Press releases
4. Town Council Facebook page posts
5. Emails to all schools

6. Emails to over 100 key stakeholders
7. The creation of a Bilingual website

Other opportunities included:

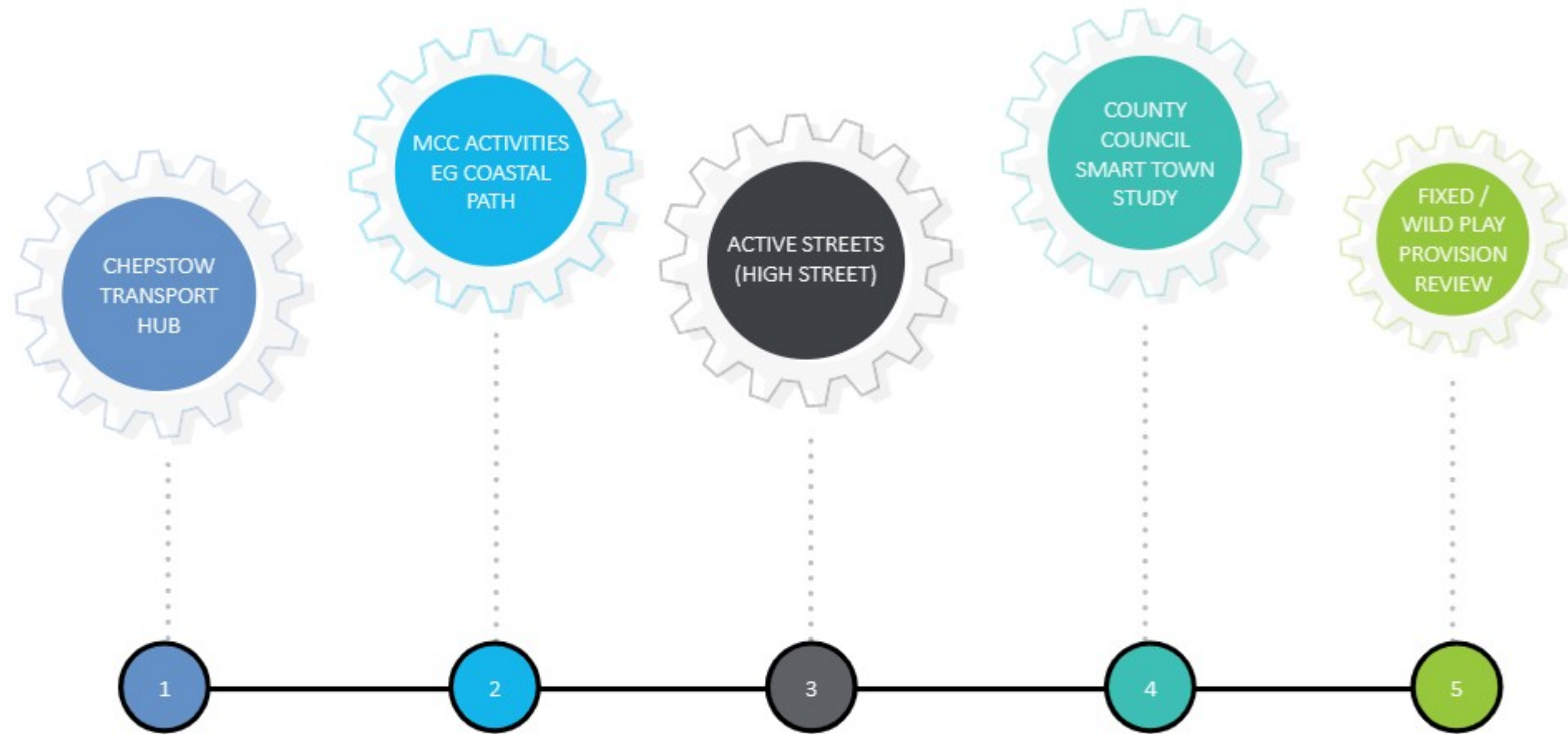
- Mapping strengths, weaknesses and opportunities via the online ‘town map’
- Online Survey
- Focus Groups: During May 2021, Focus Group sessions were conducted using Zoom



LIVE STUDIES AND PLANS

The County Council and Town Council have seen the opportunity through this study to stitch and knit together all the various studies, policies and strategies that relate to Chepstow, and to integrate these with local level action to deliver shared objectives at both national, regional and local level.

At the time of writing this Placemaking Plan, the following live studies and plans were underway, amongst others ...



Chepstow Place-Making and Transport

In 2018 a transport appraisal guidance (WelTAG) Stage One (Strategic Outline Case) Chepstow Transport Study was previously undertaken between April 2018 and December 2018, which was jointly commissioned by Monmouthshire County Council, Gloucestershire County Council and Forest of Dean District Council. The 2018 Stage One Study focussed upon the strategic corridor of the A48, which included wider issues and impacts along the corridor from Lydney in the east to Chepstow in the west.

In 2020, Arup had been commissioned to undertake a WelTAG / Transport Analysis Guidance (TAG) Stage Two (Outline Business Case) by Monmouthshire County Council, on behalf of several Strategy partner organisations in Wales and England.

This study applied a five-case business model approach (strategic, transport, financial, financial, management). Following a comprehensive review of the study context and feedback from stakeholders, a number of problems were identified, with some problems occurring at a local level pertinent to Chepstow, and others relevant at a regional or strategic level.

These problems are summarised as:

- High levels of congestion and increasing traffic
- Limited bus connectivity and facilities
- Higher relative cost of public transport journeys
- Poor facilities for Ultra Low Emission

Vehicles

- Limited network resilience with few alternatives for crossing the river Wye
- Limited rail connectivity and facilities
- High number of commuting journeys
- Air quality issues
- The highway network dominates Chepstow, with perceived safety issues
- The A48 causes community severance through Chepstow

The Stage Two process shortlisted a number of options, being:

- Reducing the need to travel
- Encouraging sustainable travel behaviour, freight Delivery and Service Plans
- Active Travel Upgrades and Additions
- Walking Friendly Chepstow High Street
- Chepstow Bike Share Scheme
- Chepstow Transport Hub
- West-facing Public Transport Upgrades
- East-facing Public Transport Upgrades
- Park and Ride (Rail)
- Local Bus Service Upgrades
- On-demand taxi (Demand Responsive Transport)
- Electric Vehicle Charging Points
- Chepstow Bypass- 60mph Carriageway

Option

- Chepstow Bypass- 40mph 'Lower Carbon' Option

A copy of the full stage 2 report can be found here:

<https://www.monmouthshire.gov.uk/2021/10/report-published-into-chepstow-traffic-and-travel/>

Revised objectives were created at Stage Two of the Chepstow Transport Study to reflect and respond to the latest evidence base, including addressing the existing situation, future trends, stakeholder priorities, and legislative and policy drivers.

The objectives aim to address one or more of the identified problems. If a transport intervention is appraised to perform positively in addressing the objectives, it is considered it would help overcome the problems identified.

It is considered that the objectives are relevant to different spatial scales, with some most relevant at regional or strategic level, and others pertinent at local level.



In summary, the aforementioned options were agreed to be taken forward for further study at WelTAG / TAG Stage Three, grouped into three distinct packages. These were:

- Package 1: Active Travel Improvements [AT1 - Active Travel Upgrades and Additions; AT2 - Walking Friendly Chepstow High Street; AT3 - Chepstow Bike Share Scheme]
- Package 2: Chepstow Transport Hub and Connectivity Improvements [PT2 - Chepstow Transport Hub; PT7 Park and Ride (Rail); PT4 - West/North-facing Regional Public Transport Upgrades; PT5 - East-facing Regional Public Transport Upgrades; PT8 - Local Bus Service Upgrades; Option B1, 2 and 3: Influencing travel behaviours; Option ULEV1: Electric vehicle charging points; Option PT9 - On-demand taxi (Demand Responsive Transport Services)]
- Package 3: Chepstow Bypass [Option H2B - Beachley and Sedbury 40mph 'Lower Carbon' Single Carriageway]

In June 2022, Monmouthshire County Council launched a consultation on the future of transport in Chepstow, focusing on a Transport Hub. This follows on from our previous consultation on the

Chepstow Transport Study in 2020. The Transport Hub can be split into several different elements, and explores travel methods such as the bus network, demand responsive transport such as taxis, electric vehicle infrastructure and park and ride facilities.

As part of the stage 3 development work, a number of proposals were consulted on within the community and stakeholders. These are:

- PT2 - Chepstow Transport Hub;
- PT4 - West-facing Public Transport Upgrades and PT5 - East-facing Public Transport Upgrades;
- PT7 - Park and Ride (Rail);
- PT8 - Local Bus Service Upgrades;
- PT9 - Demand Responsive Transport Services;
- ULEV1 - Electric vehicle charging points; and
- B1, 2 and 3 - Influencing travel behaviours.

These proposals have a direct relationship to this place making strategy and plan and are therefore detailed further within the action plan section of this document.

Chepstow Transport Hub and Active Travel online public consultation

Your chance to comment

Monmouthshire County Council are seeking your comments on their transport hub and active travel proposals.



This consultation follows the previous consultation on the Chepstow Transport Study in 2020.

Since then, we have considered the feedback and recommendations provided at that stage of the study. We are now further developing and seeking your feedback on two work packages: Chepstow Transport Hub and Active Travel improvements.

We are not holding in-person events at this time; however, a virtual exhibition room has been created allowing you to view the information boards and documents that explain our proposals.

The virtual exhibition room can be accessed via chepstowtransportvirtual-engage.com or alternatively you can gain access by scanning the QR code below.

Our online public consultation is taking place between 14 June and 12 July 2022. Please respond by 23:59 on Tuesday 12 July 2022.





From understanding the policy context for the town, the challenges and opportunities that are local to Chepstow need to be understood so that we develop local and people based ideas. The investment in the Place Plan conversations have been meaningful and of the right scale with the need to use this dialogue as continuation of the process but also qualified by data and statistics, as well as physical observations and assessments.

CONVERSATIONS FROM THE PLACE PLAN

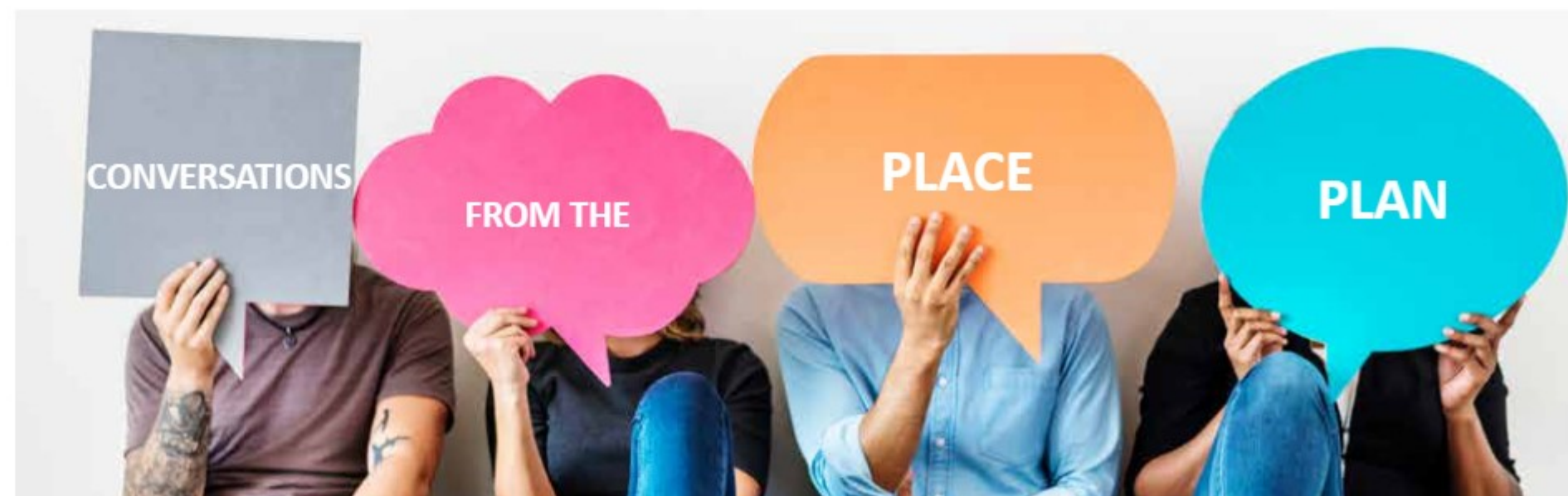
Traffic, Transport, Parking and Highways

- Strain on the existing road network is having an economic and environmental impact – people expressed concern that the current situation is not being addressed.
- Parking options to be considered – not just (free) car parking and improved disabled parking, but also cycle parking (need to make links with Transition Chepstow Transport Plan) as there is a need to enable and encourage less car use in the town where possible.
- Innovative solutions to enable people to move around without using the car should be considered such as a hop on and off electric bus around town.
- Joined up transport strategies needed to integrate train and buses with different modes of travel such as (electric) cars to e-bikes.

- Concerns about safety were expressed – at junctions for drivers and crossing roads for pedestrians – over and under the road.
- Public transport is not ideal for young people – connections are bad to cities such as Bristol and Cardiff.
- Active travel – cycling and walking (this topic attracted many comments on the town map) Walking for visitors and local people is very important for well-being and the economy of the town but also Wales. Recent improvements are welcomed and more are needed.
- Safe routes needed for children to walk and cycle safety around the town and to school.
- Dedicated route from Chepstow to Tidenham (consider pedestrian bridge).
- Safe active travel solutions needed (e.g. hop on and off buses, cycle routes).
- Cycle parking needed.

Town Centre

- Concern around empty shops in the town / shop front design and appearance of the retail centre.
- Due to topography, there are issues around accessibility for disabled people in the town – need accessible routes.
- Consider festivals to put Chepstow on the map.
- Increase vibrancy of town centre by living and working in the centre.
- Pedestrianisation – continuation of Covid-19 measures or not?
- Landscaping and artwork needed to address the backs of shops presented to the busy A48.



Facilities, Services and Community

- Not enough facilities / places for teenagers to go in Chepstow.
- After school provision is lacking – sports clubs are evident but not many facilities / clubs to cater for all interests.
- Improved links to the leisure centre needed – incorporate links with the secondary school.
- Retain essential services such as banks and post office and importantly the hospital. Also retain facilities such as Drill Hall.
- A number of people who attended were from the Bulwark area and expressed strong concerns about a lack of investment in their local centre which is in a serious state of disrepair.
- Important to harness local knowledge.

Built Environment and Heritage

- History of the town is positive (castle / port wall) but need more emphasis on its history.
- The river frontage is an asset which should be harnessed more.
- St Marys Church – can alternative uses be explored?

Housing, Jobs and Economy

- Smaller housing units needed for young people starting out – affordable – particularly in town centre. Older people and “empty nesters” also highlighted as a group that needed smaller homes.
- Can people be encouraged to work from home – reduce commuting?
- Need small industrial spaces – encourage “modern” industries/ businesses to locate

to Chepstow – harness the town’s assets! In particular, and for example to understand why we have a med tech cluster in Thornwell with a view to building on it.

- Need to improve infrastructure before building new homes.

Environment and Biodiversity

- Pollution is a major health concern – and much discussion was linked to traffic and the impact on the environment.
- Transition Chepstow is a local group facilitating local action about how the town can respond to climate change.
- Access to local green spaces and natural environment was highlighted as an asset of the town.

Tourism

- Need to attract tourists and increase the footfall in town and build on the success of the Sunday market.
- Tourism Signage across Chepstow an issue.
- Promote the town as a gateway to Monmouthshire and Wales.
- Promotion of National Cycle Network, Coastal Path, Forest of Dean, Offa’s Dyke, Wye Valley Walk etc, focus on Chepstow’s assets.

Green and Open Spaces and Play

- Play equipment needs updating in many play areas – consult with young people. Consider gym equipment. Audit play equipment.
- Accessible route needed to Barnett’s Wood.
- Replicate the successful Garden City project and community orchards scheme in other parts of the town.

Themes

The community engagement activity has helped to develop an inclusive Place Plan project and based on the feedback from local people and organisations, a draft vision statement and six clear themes emerged. The proposed six themes are:



CHEPSTOW TOWN COUNCIL VISION 2022-2027

In November 2022, Chepstow Town Council adopted its Town Vision document. Its vision is:

Chepstow. A Place To Live, Work And Visit

The green gateway to Wales

As the first town in Wales, we are the entrance to the Lower Wye Valley in an Area of Outstanding Natural Beauty. Chepstow is the start and finish of Offa's Dyke Path, the Wales Coast Path and the Wye Valley Walk .

A destination for the arts

A town with a rich tradition in the arts and music provided for and with our residents. We are proud of our inspiring cultural foundations and aspire to be a destination for music and the arts.

A town of proud historic significance

Chepstow grew as a bustling market town from Britain's oldest surviving stone castle. We have a rich and fascinating history spanning centuries.

Key Focus Areas Include

TRANSPORT

We want to see improvements to:

- access and disabled access to the train station and the westbound platform
- frequency of buses footpaths and cycleways to encourage active travel
- connectivity between the riverside, Bulwark, the town centre and the top of Chepstow
- highways- road surfaces, pavements, dropped kerbs

- We want to see provision of:
 - electric bikes and scooters for green transport
 - access to free parking within Chepstow
 - a transport hub linked to the train station

HOUSING

We want to ensure that housing is developed to meet local needs by:

- assessing the need for, and developing, social housing
- providing safe, secure, well- maintained homes for all

HEALTH AND WELLBEING

We want to see:

- GP surgery in Bulwark
- services for people living with dementia
- a Minor Injuries Unit
- greater use of all community buildings by individuals and groups
- an extension to Primary Health Care facilities in Chepstow

OUR VISION FOR CHEPSTOW 2022-2027

covering the council wards of:
Thornwell, Bulwark, Maple Avenue, Larkfield, Chepstow Castle, Mount Pleasant, St Kingsmark

WHAT IS CHEPSTOW

The green gateway to Wales
 As the first town in Wales, we are the entrance to the Lower Wye Valley in an Area of Outstanding Natural Beauty. Chepstow is the start and finish of Offa's Dyke Path, the Wales Coast Path and the Wye Valley Walk .

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CHEPSTOW ... A PLACE TO LIVE, WORK AND VISIT

OUR VALUES
 These will inform every decision we make:

- AMBITION
- INCLUSIVITY
- RESPECT
- GREEN

Page 1

GREENING

Work with land owners to:

- improve green spaces
- expand tree planting
- collaborate on litter collection
- create greater biodiversity

And to:

- work with Transition Chepstow to sustain and promote the town's orchards
- Campaign on pollution in the town and rivers

RETAIL, HOSPITALITY& TOURISM

Work with businesses to:

- improve the shopping areas of Chepstow High Street and Bulwark
- provide support for local businesses: start up funds, start up hubs
- explore options for the community use of the old Barclays Bank building
- explore the use of planning gain from the Lidl development to provide public space, to meet, play and relax
- support the development of hotels and B&Bs across Chepstow

INFRASTRUCTURE

Based on feedback from the public, we will strive to:

- monitor the impact of the traffic situations in the town centre upgrade the public toilets in Chepstow town
- provide a public toilet in Bulwark provide benches along the walking routes around Chepstow
- review and improve the aesthetic appearance of public buildings explore funding options for improvements to fronts of shops and buildings
- improve signage to tourist sites and other facilities, e.g. community buildings
- free car parking to enable visitors to explore

CHILDREN & YOUNG PEOPLE

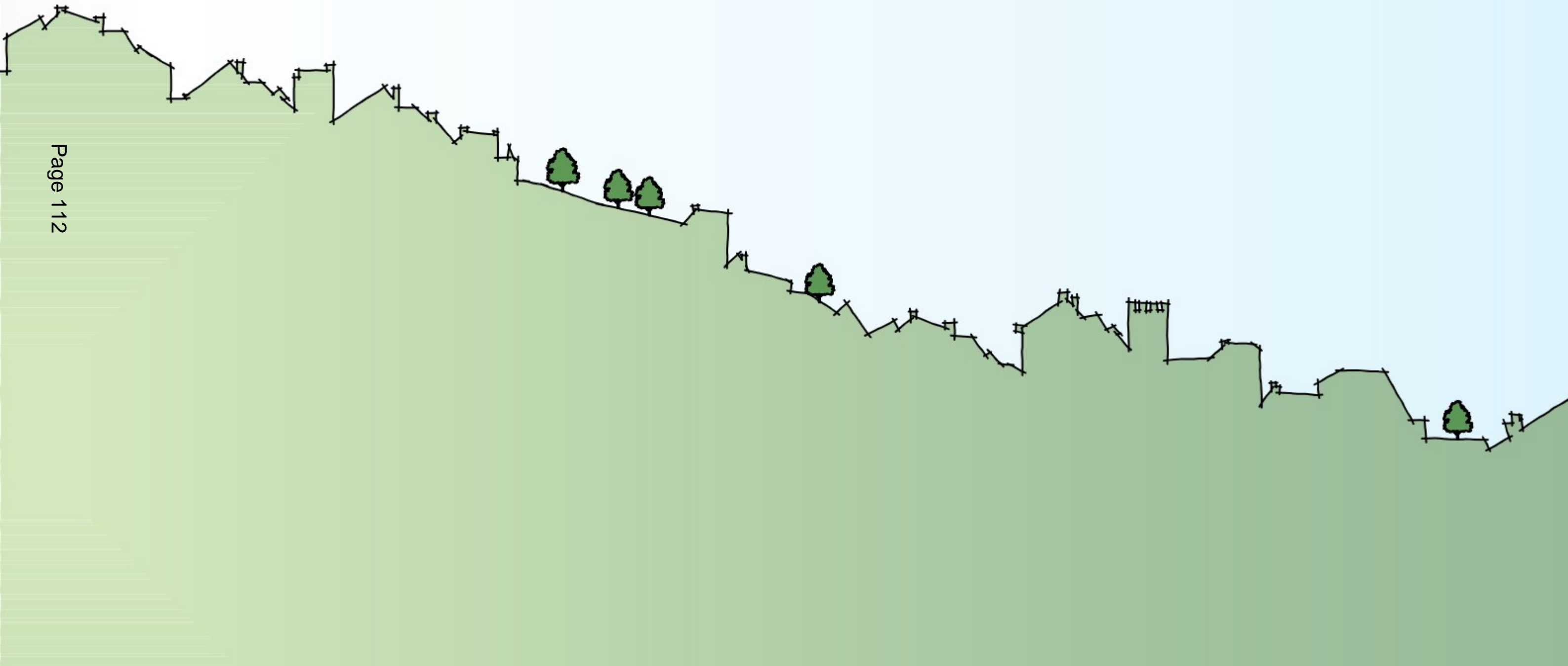
- Create a destination play space in The Dell
Create a youth forum
- Ensure adequate play provision across Chepstow
- Listen to schools and engage with them
Support and promote specialist activities, including sports, music, drama and exchange visits
- Support and develop extra-curricular youth provision

LEISURE, LEARNING & EDUCATION

- Improve adult and continuing education
- Work with partners to encourage businesses to provide work experience opportunities for young people

ARTS

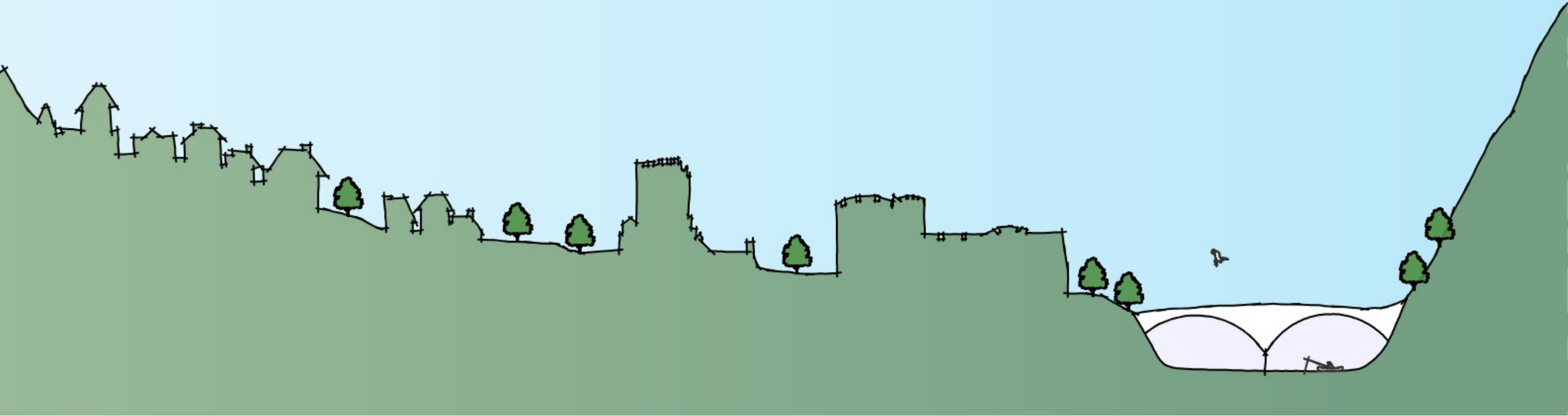
- Support and promote the annual Arts Festival
Develop an arts venue in Bulwark
- Provide an artist in residence
- St. Mary's Priory as an Art Centre/ destination
Develop an ambitious calendar of seasonal, festive and one-off events, and work with the Chepstow events team
- Support and promote community-led music events at the bandstand
- Continue to assess the need for an asset transfer of the Drill Hall to Chepstow Town Council
- Assess the need to retain the Old Library building
- Town Council funding of annual Firework Display
- Town Council funding of Bands at the Bandstand



Chapter 03

Challenges and Opportunities

3



DATA ANALYSIS SUMMARY

Building on the conversations, useful data and geographical information about Chepstow can help us identify opportunities for the community, local businesses and other groups and organisations. Data and statistics also helps us to understand our relationship to all Wales figures and also how it compares to other places that are similar in size and geography.

Town Centre

Chepstow town centre has a convenience offer that tends to stay constant. The service sector which includes food and drink, and takeaways has fluctuated over time but held its ground with only a 7 unit reduction since its peak in 2013.

Following the national picture in High Streets, comparison goods (non food e.g. clothes and household) have followed a gradual downwards trend with 59 units recorded in 2020 compared to 73 in 2005.

The proportion of national retailers within the central shopping area was 12.4% at the time of the 2020 survey, which is lower than Abergavenny (16%), Monmouth (17%), and Caldicot (13%).

For vacancies, the Council's 2020 retail survey shows that the 2020 vacancy rates of 13.5% is the highest since 2003 (see chart alongside) with the UK average at 14.5% in quarter 3 of 2021 obtained by the British Retail Consortium. The secondary frontages of the town centre tend to meet the UK vacancy average at 14.4% and the primary units being almost some 3 percentage points below at 11.8%.

People

Kingsmark ward area has the highest population (3,189) with the town centre area of St Mary's being the lowest at 1,916. Kingsmark also exhibits a higher cohort of people aged 65 plus compared to those other areas of the town with the Thornwell those area representing the lowest number for this age group.

Younger people (aged 16 to 17) tend to live in the Kingsmark area (110 no,) say compared to St Mary's at 38. Thornwell's 25 to 49 age cohort is the largest across the town at 982 compared to 476 in Larkfield which tends to point to those people being mobile, and located in this neighbourhood due to more travel to work patterns.

Employment

Chepstow is not a place that is dependent on the public sector for employment with lower than average representation in health and social work, education, public admin/defence and social security. Where it does spike, this relates to wholesale, retail and vehicle repair; accommodation, food and service; finance and insurance and professional, scientific and technical. This is due to a number of industrial estates in Bulwark and Thornwell with offices for the finance and insurance sector and small workshops and repair units.

Skills and Qualifications

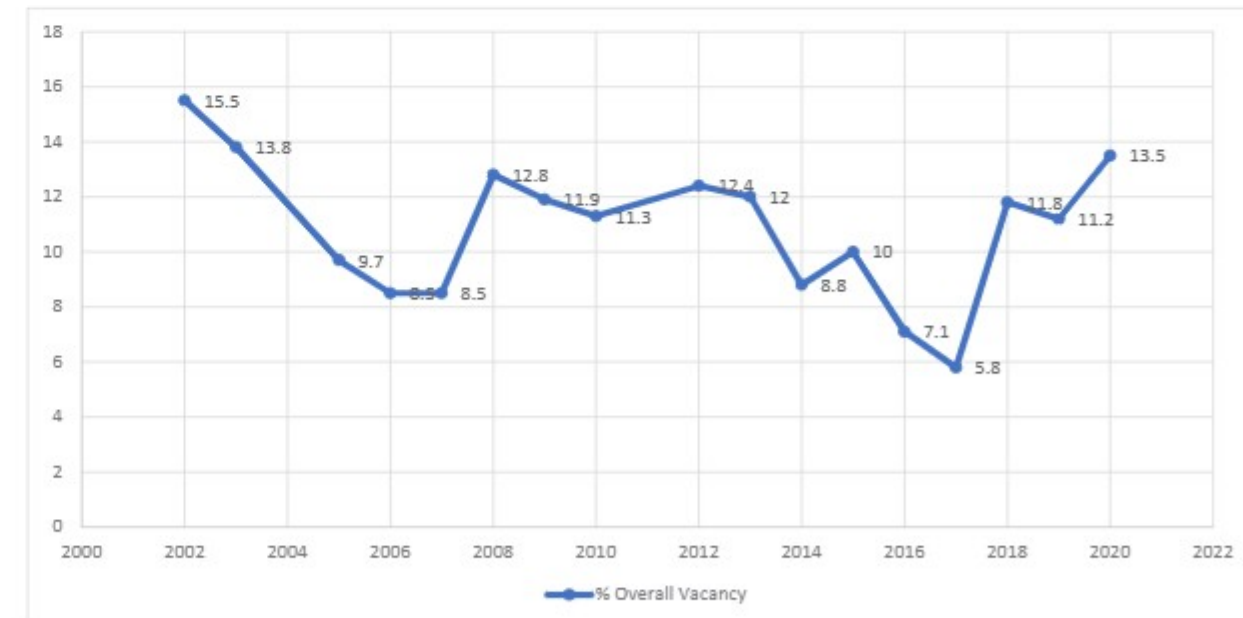
The type and levels of qualifications and skills within a community has a direct correlation to income, prosperity and wealth circulating within the local economy and the resultant multiplier impact. This also has a relationship to the general health and well-being of the community and its residents.

Chepstow is well below the Welsh average for people with no qualifications, slightly above average for residents with 1 to 4 0 levels/ CSE/GCSEs yet under-performing for level 3 qualifications related to people with 2 plus A levels. It however has a sharp spike on those people with a Degree or a Higher Degree.

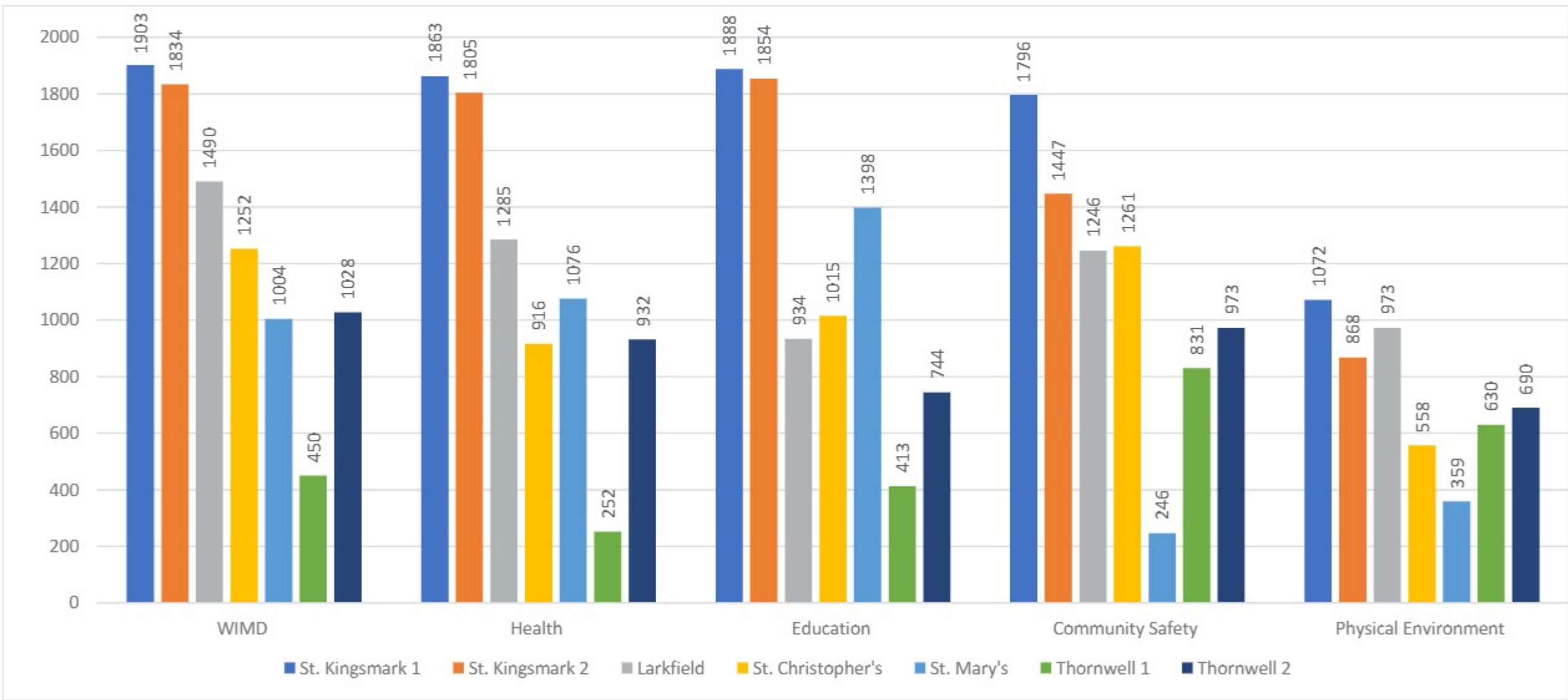
Deprivation

Thornwell lower super output area (LSOA) is shown to be the worst neighbourhood especially when it comes to income levels and quality of health, with education not far behind. The overall index figure for Thornwell 1 is 450 compared to 1903 for St Kingsmark 1. The St Mary's LSOA also exhibits some higher-than-average deprivation indices for domains such as community safety and physical environment, with the latter domain also highlighted as an issued in the St Christopher's LSOA followed closely by Thornwell 1 and 2.

Town centre vacancy rate



Welsh Index of Multiple Deprivation for Chepstow Lower Super Output Areas



STRATEGIC PLACE ANALYSIS

This section of the document looks at Chepstow as a whole place and its challenges and opportunities. It considers key elements at a strategic place level:

- **Vehicular analysis**
- **Pedestrian analysis**
- **Key Assets**
- **Key green spaces, and its**
- **Overarching neighbourhoods**

The above helps to determine how people move through and around Chepstow as well as identifying where the principal attractors and destinations might be. This helps to determine, at a strategic level, those areas that might need considering for targeted interventions and improvements at whole place level.



STRATEGIC VEHICULAR ANALYSIS

Chepstow is well-placed on the M48/M4 corridor providing strategic links to Cardiff, Bristol, the wider southwest regions and beyond, with the A48 trunk road through the town linking to the Forest of Dean. It is well-known that the A48 through Chepstow is congested and at or near capacity, with bottlenecks and barriers to movement created by the river crossings and topography. Monmouthshire have identified the A48 corridor as an Air Quality Monitoring Zone and recent Place Plan consultations have raised issues such as the A48 creating a barrier to movement for pedestrians and cyclists.

There are currently two crossings of the River Wye at Chepstow: the A48 to the northeast, parallel to the railway bridge, linking to Tutshill/Sedbury, Lydney and beyond and the historically significant and aesthetic Chepstow Bridge (Old Wye Bridge) to the north near the castle, from Bridge Street, which is the world's largest iron arch road bridge. Neither route provide a suitable proposition for pedestrians and cyclists, not to mention disabled access, yet the communities of Chepstow expand to the east of the river, into Tutshill, Sedbury and Beachley, with school children of all ages commuting across the river.

Future planned housing growth not just in Chepstow and surrounding settlements, but Monmouthshire as a whole and the growth of neighbouring areas such as the Forest of Dean (8,000 houses identified in FoD Emerging Plan 'Plan 41' Issues and Options 2018) will result in increased strain on the A48 and surrounding road network, which is already lacking in resilience, with implications for the town and wider areas such as between Chepstow and Lydney.

Monmouthshire County Council are working collaboratively with Chepstow Town Council and the County Council's respective partners to ensure the transport and active travel networks are

improved and managed, that resident's well-being is safeguarded and enhanced, and to encourage visitors to the town.



STRATEGIC PEDESTRIAN ANALYSIS

Chepstow sits on and is the start (or end) of the National Wales Coast Path. This has the potential to mark it as a destination for walkers. The development of the new Brunel Quarter development offers the opportunity to improve the alignment of the Coast Walk, giving much expanded access to what has previously been a private river front. With improvement in connections to it, the Wales Coast path also has the potential to offer enhanced local connections. It could provide positive and attractive, off road links from Newhouse Farm to the town centre, picking up Thornwell, Bulwark and Garden City along the way.



Wales Coast path

In addition to the Wales Coast Path, there are several pedestrian desire lines leading to the Town Centre and other destinations. These vary in quality from attractive off road green corridors, to sub standard narrow footpaths along busy roads. There is the opportunity to undertake targeted improvements to the key pedestrian desire lines.

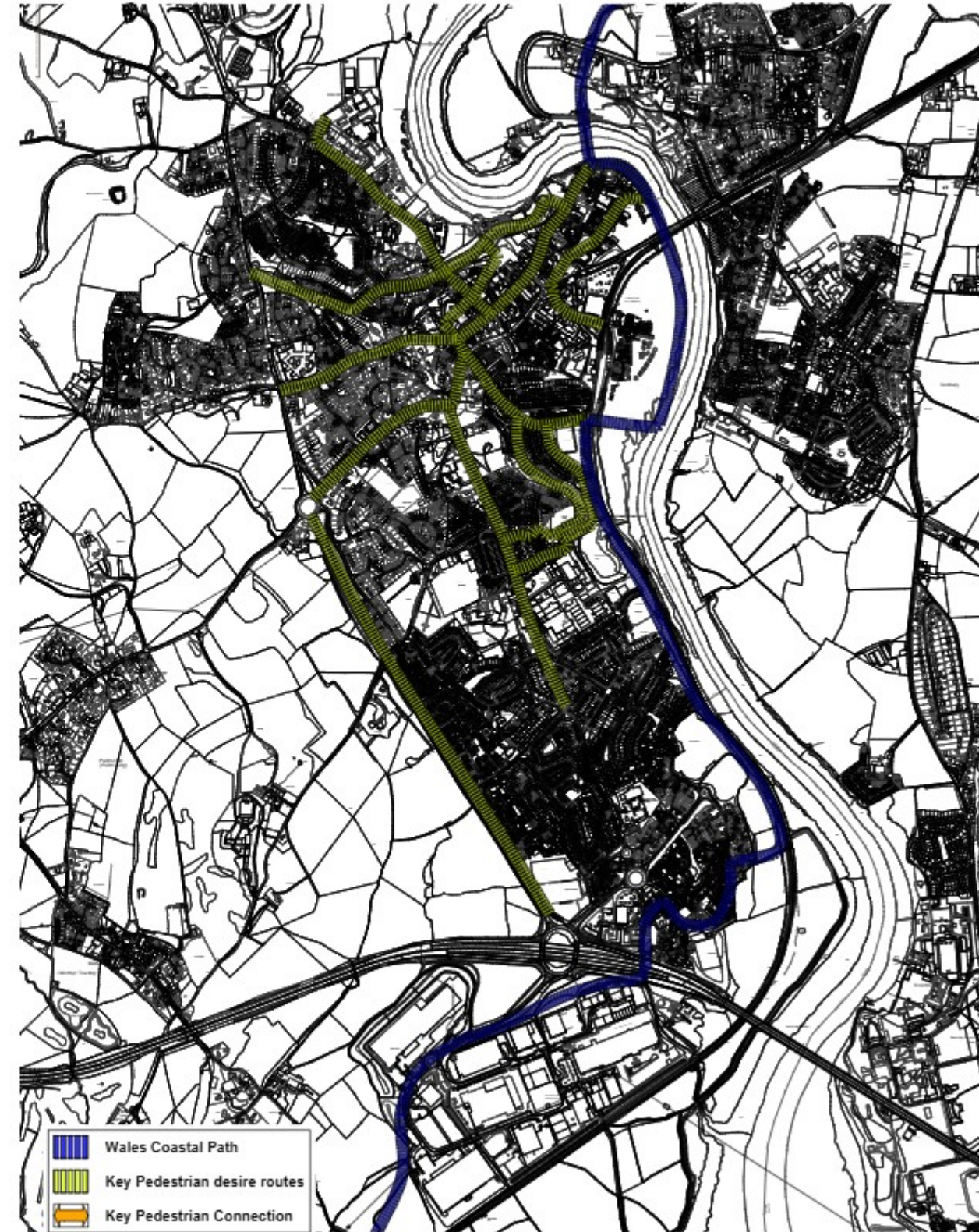


Narrow footways on busy road

One of the main obstacles to walking and cycling within Chepstow is its topography. The neighbourhoods of Thornwell, Bulwark, Garden City, Larkfield, Mounton, Kingsmark and Bayfield, all sit higher than the Town Centre and riverfront. This has a psychological affect on the attractiveness and ease of walking and cycling into the town centre, particularly on the return journey which would generally be uphill. This perception further heightens the need for positive interventions to the key desire lines: for example, the introduction of strategically positioned resting places within attractive pocket kerbside parks or similar.



Challenging topography



KEY ASSETS IN CHEPSTOW

As a town centre, Chepstow benefits from a number of assets, attractions and destinations. These range in nature and type:

Strategic / Town Wide:

- Community Hospital
- Leisure Centre
- Town Centre retail core
- Train station
- Library

Local:

- Schools- secondary and primary
- Local centres eg Bulwark shops
- Parks and play space
- Employment areas
- Library
- Surgeries
- Churches
- Community halls and facilities

Tourism:

- Castle
- Riverfront
- Wales Coast Path
- Museum

The above mix creates a place which caters for local residents, wider residents to whom Chepstow is their local centre and tourists from wider afield.



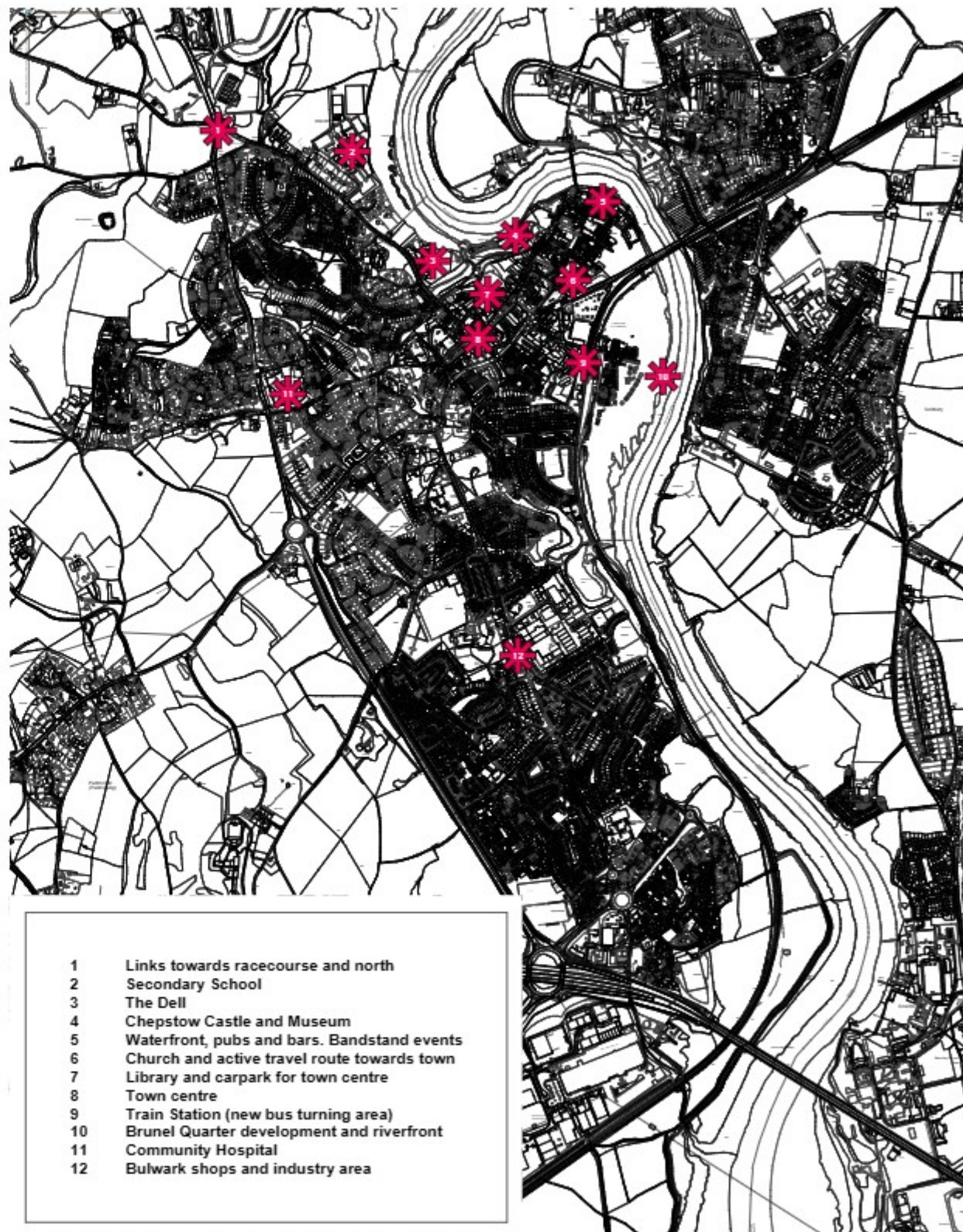
Chepstow High Street (during the COVID-19 pandemic)



Bulwark shops neighbourhood centre



Chepstow Castle



KEY GREEN SPACES

Chepstow is fortunate to have a series of dispersed natural and formal open space areas. As can be seen on the adjacent mapping, these are located across the settlement giving all neighbourhoods access to some form of green open space.

In addition, there are several children's play areas, again, well dispersed across the town and its neighbourhoods. Many of these form part of a current improvement strategy and will soon benefit from upgrades and investment.

As discussed, the Wales Coast Path starts / finishes in Chepstow. This offers a linear recreation route through the Town from the riverfront. The route of this has the potential to be enhanced following the opening / completion of the new Brunel Quarter development. This development give much greater public access to the a significant stretch of riverfront.

The Wye Valley path offers a green recreation walking route northwards from 'the riverfront' area, along the River Wye. There is the opportunity to further promote this and link it to the Wales Coast Path.



The Dell / Castle



Garden City open space



Bulwark play and park



OVERARCHING NEIGHBOURHOODS

In addition to the Town Centre, Chepstow consists of a series of well defined neighbourhoods. Each has its own character from the older Garden City to the newest area of Bayfield and Barnett's Wood.

Each neighbourhood has been assessed and some of the key facilities:

- Shopping
- Employment
- Community uses
- Play
- Schools

As can be seen from the diagram, most neighbourhoods have access to the majority of facilities which are needed for daily life. The exception here is the area of Bayfield and Barnett's Wood which is a later residential development.



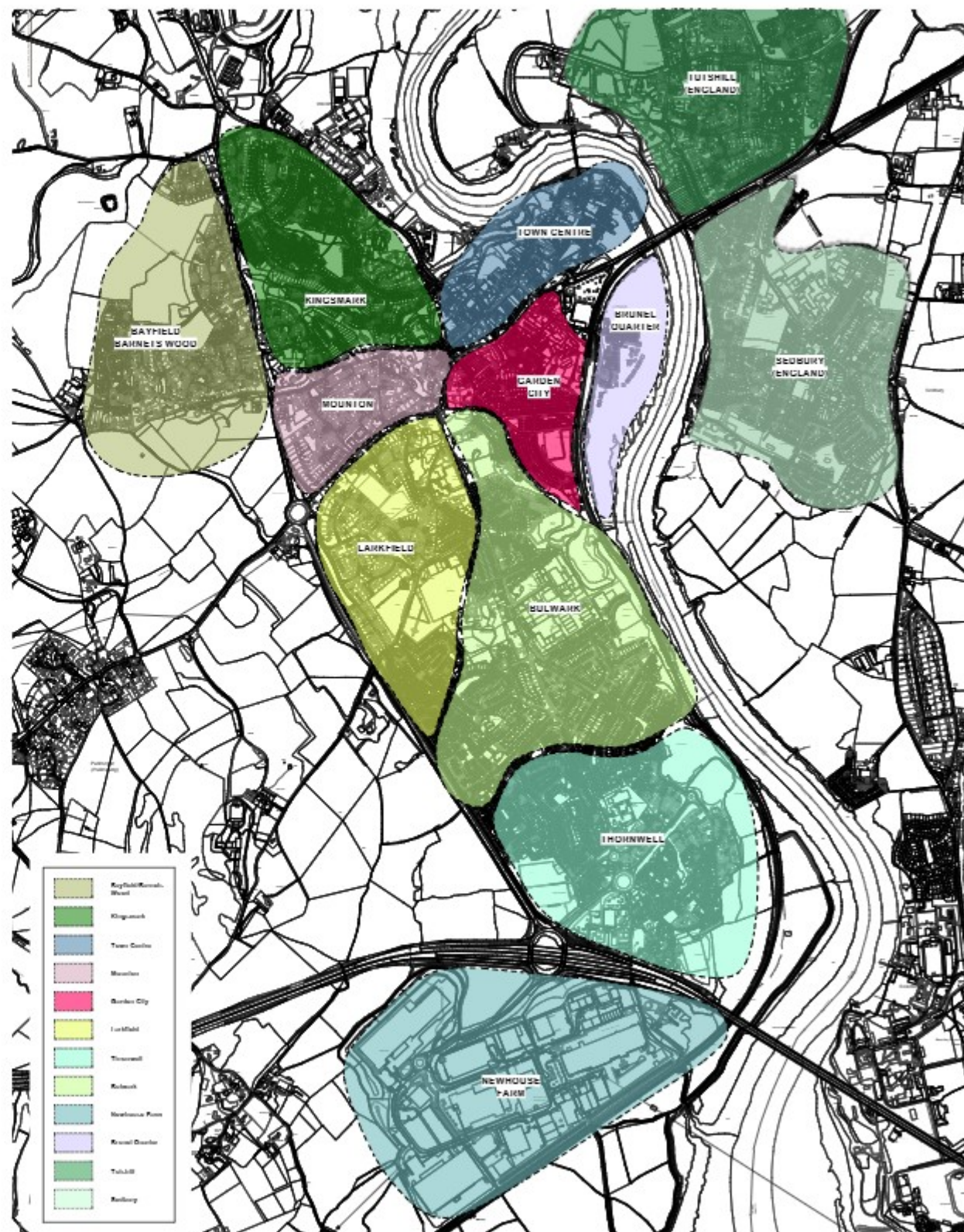
Access to schools



Access to play

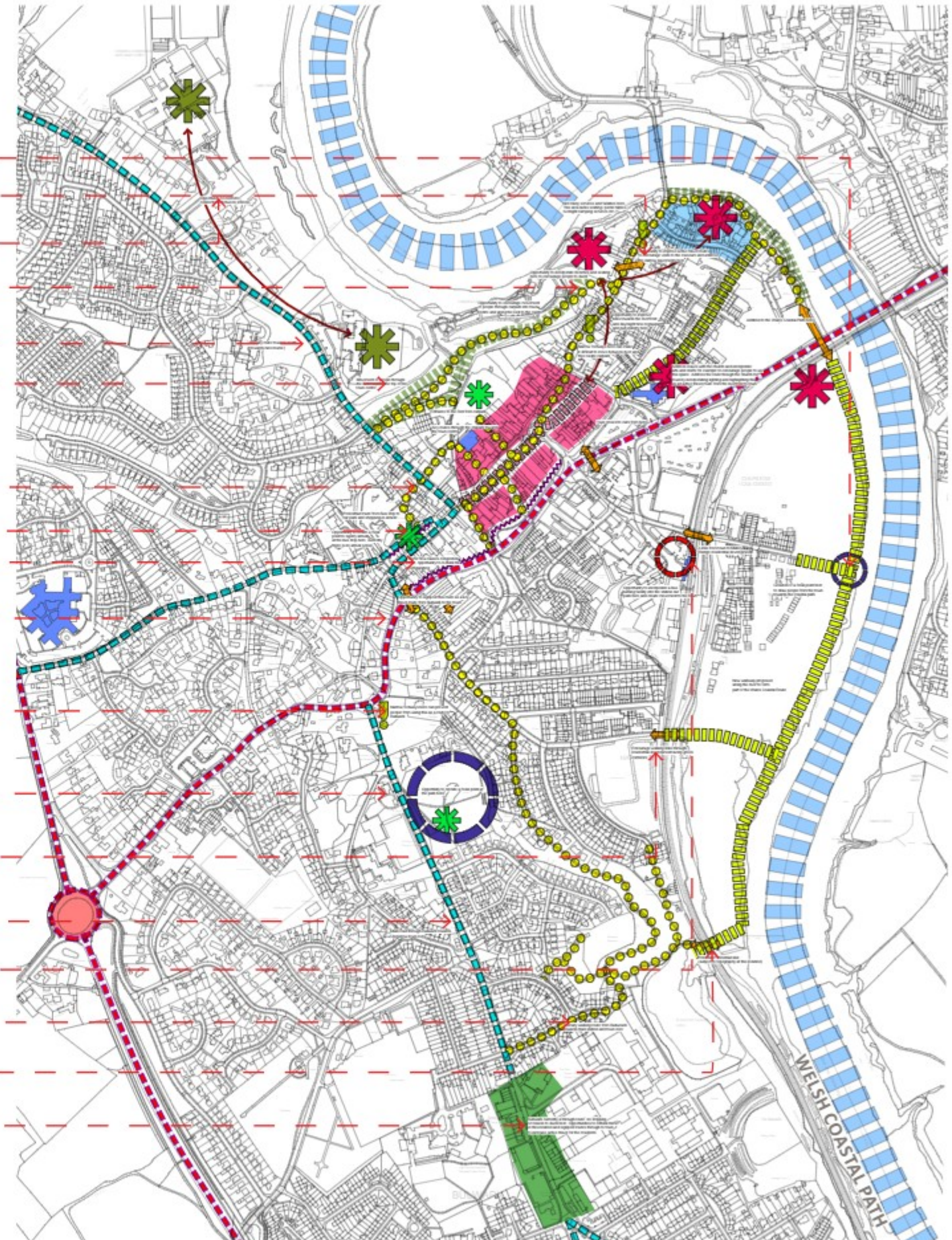


Access to retail



PLACE BASED ISSUES AND OPPORTUNITIES

- Creation of focal point to draw people from town towards the Wales Coastal Path
- Opportunity to improve connectivity between the castle, TIC and museum and enhance the public realm
- Opportunity to reinforce connections between schools on Welsh St
- Not many services at the Castle. This area lacks seating/picnic tables overlook camping services etc.
- Primary route towards North (towards race course & Wye Valley)
- Movements of people through the Dell towards the top of the town centre
- Pedestrian route from bus stop to car park and shopping in arcade
- Movements of people through the Dell towards the top of the town centre
- Traffic flow causes congestion here, opportunity to re-think this configuration
- Opportunity to signpost this route as a key travel route from Bulwark to the town
- Narrow footways here can prevent people from using this as a route to Bulwark
- Opportunity to create a focal point at the park here
- Encourage walking links through residential development along green corridor
- Main road through Bulwark towards Chepstow town centre
- Links from town to Mabey Bridge residential development
- Primary walking route from Bulwark towards train station and town centre
- Potential pedestrian link (subject to topography at this location)
- Bulwark currently a through route, no stopping or reason to dwell here. Opportunities to rethink traffic in this location and signpost routes through to town to increase active travel for the residents





STRENGTHS

- Gateway into the Wye Valley from the south
- Historical walled town known for its Castle and location on the River Wye
- Characterful town centre set within a conservation area with some notable keynote buildings and structures – the Town Gatehouse, Old Wye Bridge, St Mary’s Priory Church
- Location next to the M48 and the Severn Bridge
- Chepstow racecourse – home to horse-racing, concerts and events
- Some distinctive independent town centre businesses
- A range of town centre events e.g. castle rock, Arts Festival, Walking Festival and more
- Lots of community and voluntary organisations who are passionate about Chepstow
- Some strong employers in research and development, technology, etc
- There is a sense of neighbourhood in places like Bulwark
- Long distance footpaths – Wales Coastal Path, Offa’s Dyke, Wye Valley Walk, Tidenham tunnel
- The heritage of the River Wye – boatbuilding, painters, port, ferry
- Notable people – author JK Rowling, cyclist Geraint Thomas



OPPORTUNITIES

- The Place Plan process – making the case for change and funding
- Bristol house-buyers bring new demand in the town
- To grow distinctive clusters of town centre businesses – arts, food and drink, creatives, community
- Some large town centre buildings could unlock arts and cultural facilities
- A growing arts scene – festivals, galleries, shops, events, clubs
- Connect the Castle, Museum and Riverside into a more cohesive destination
- Planned investment in the leisure centre and comprehensive school campus
- Creation of small to medium sized workspace for start ups and innovation
- A hub for artists, makers and producers within the lower Wye Valley, Forest of Dean and Gwent Levels
- Maximising the walking products and their economic benefits for the town – e.g. Monmouthshire Way development



WEAKNESSES



- Its proximity to Bristol does result in leakage of activity specifically shopping and leisure related activities
- Traffic volume on the A48 and its resultant impact on the local highway network, environmental quality and economic performance of the town
- The topography of the town centre does create challenges for destination management and accessibility
- The town centre performance follows UK trends in shopping but is compounded by its physical challenges, its traffic and a lack of co-ordination
- Pockets of deprivation that are associated with health, education and income and some neighbourhoods have a poor environmental quality
- Travel to work has a long reach with no strong clusters of quality employment
- The housing market has drawn in buyers from Bristol due to is being cheaper which has increased demand and prices

THREATS



- Housing growth and strain on infrastructure
- Perceived encroachment on rural edge with housing
- Waiting for big solutions to the town traffic and not looking for practical solutions
- Future of the High Street – needs to agree a purpose and direction
- Sense that the community hospital is losing bed space and a wide range of care

WHAT YOU TOLD US? REPORT OF CONSULTATION

The consultation process was designed and organised to meet a number of objectives:

- To ensure a blended approach of face to face and digital consultation opportunities were provided;
- To provide a good length of time for people to be aware, engage with and comment on the Town Masterplan process;
- Where practical, to provide a Town wide approach to the consultation that covers neighbourhoods such as Bulwark and Thornwell, in addition to the town centre.

To meet these objectives, the following consultation activities were provided:

1. County and Town Councillors were provided with a briefing pack which facilitated them organising short presentations to local interest groups and organisations; this provided an opportunity to promote future events and the community survey;
2. The County Council provided a project web page on its website where people could view and download the proposals and also complete the online survey;
3. The community survey was provided online and was promoted through local networks, social media and at face to face consultation events; paper copies were also made at the Town Council's offices and at Chepstow library as well as at face to face events;
4. Two days of face to face consultation were held in the town centre and in the Bulwark community on the 8th and 11th October 2022, respectively. The venues at The Palmer Centre and at the Bulwark Community Centre

were accessible, central and known to the community;

5. A static exhibition was held in Chepstow Library from the 12th October until the 30th October; paper versions of the survey were provided, along with a post-box for completed copies;
6. A workshop session was held with Year 7 to 13 pupils at Chepstow Comprehensive School on the 16th November 2022.



WHAT YOU TOLD US? REPORT OF CONSULTATION

Key Consultation Messages

The Two Days of Face-to-Face Consultation

- The Town Centre – its identity, condition, activities, meanwhile uses, management, wellness theme, The Dell, Drill Hall promotion
- Young people provision – outdoors and inside
- Local facilities – wellbeing space, a more visible cinema, places to meet, community cohesion
- Play and space – improvements to existing and linkages
- Getting around – routes, e-bikes and linkages to Wales Coastal Path
- Public transport (Thomas Street), environment, information, hoppla bus service for town centre
- Traffic and transport – more integration with transport hub proposal
- Bulwark shops a priority combined with local facilities: social, hubs being connected, health and dentists and a community wide active travel network

Survey Findings

- Infrastructure and growth – facilities and maintenance
- Managing traffic and improve public transport
- Affordable housing
- Town centre: parking, shopfronts, build an experience, events, role of old bank and other empty buildings
- Neighbourhood focus
- Transport and movement
- More on employment and jobs
- Greening and biodiversity
- A sustainable Chepstow
- Young people – their needs and provision
- Partnership working

Members of the public were asked to comment on the draft vision with some additions highlighted below.

VISION

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being”.

- Focus more on the green agenda
- People are split between community and tourism
- Need to support its identity
- It doesn't tackle the traffic problems
- Needs to consider its setting and relationship to other places close to the town

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present? (the number in brackets represent the frequency of the item being mentioned)

PRIORITIES

- Improve traffic and transport situation (86)
- Making the High Street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- The Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)

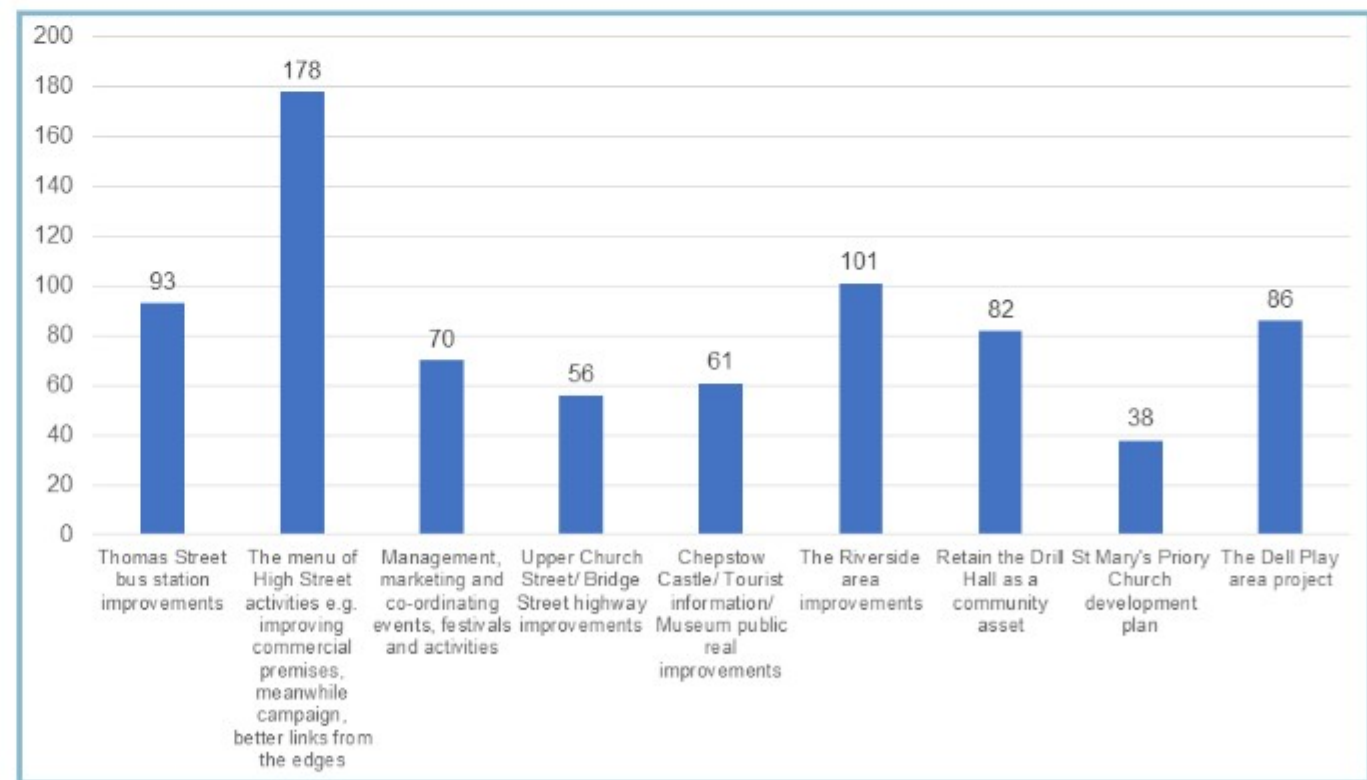
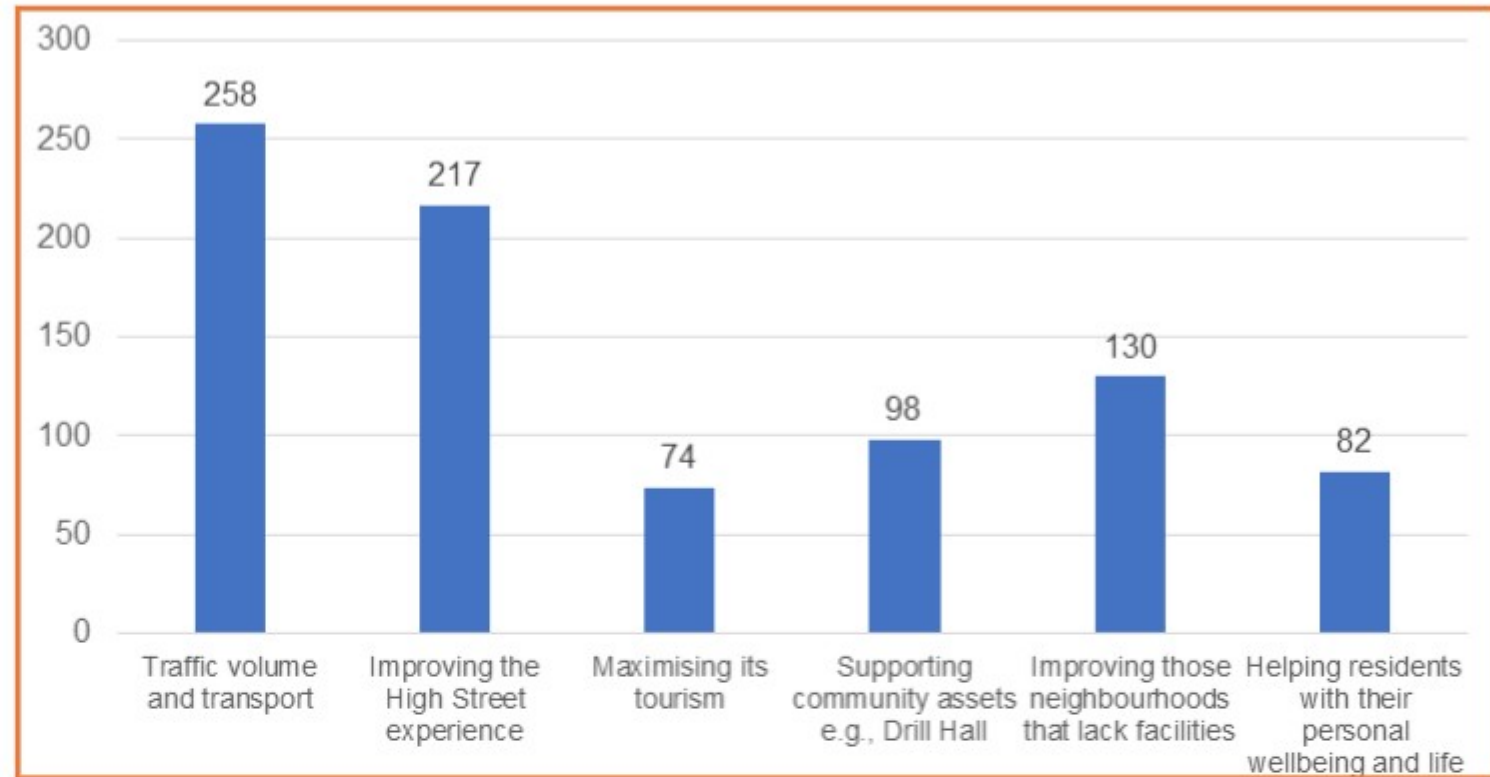


How People Prioritise the Town's Challenges

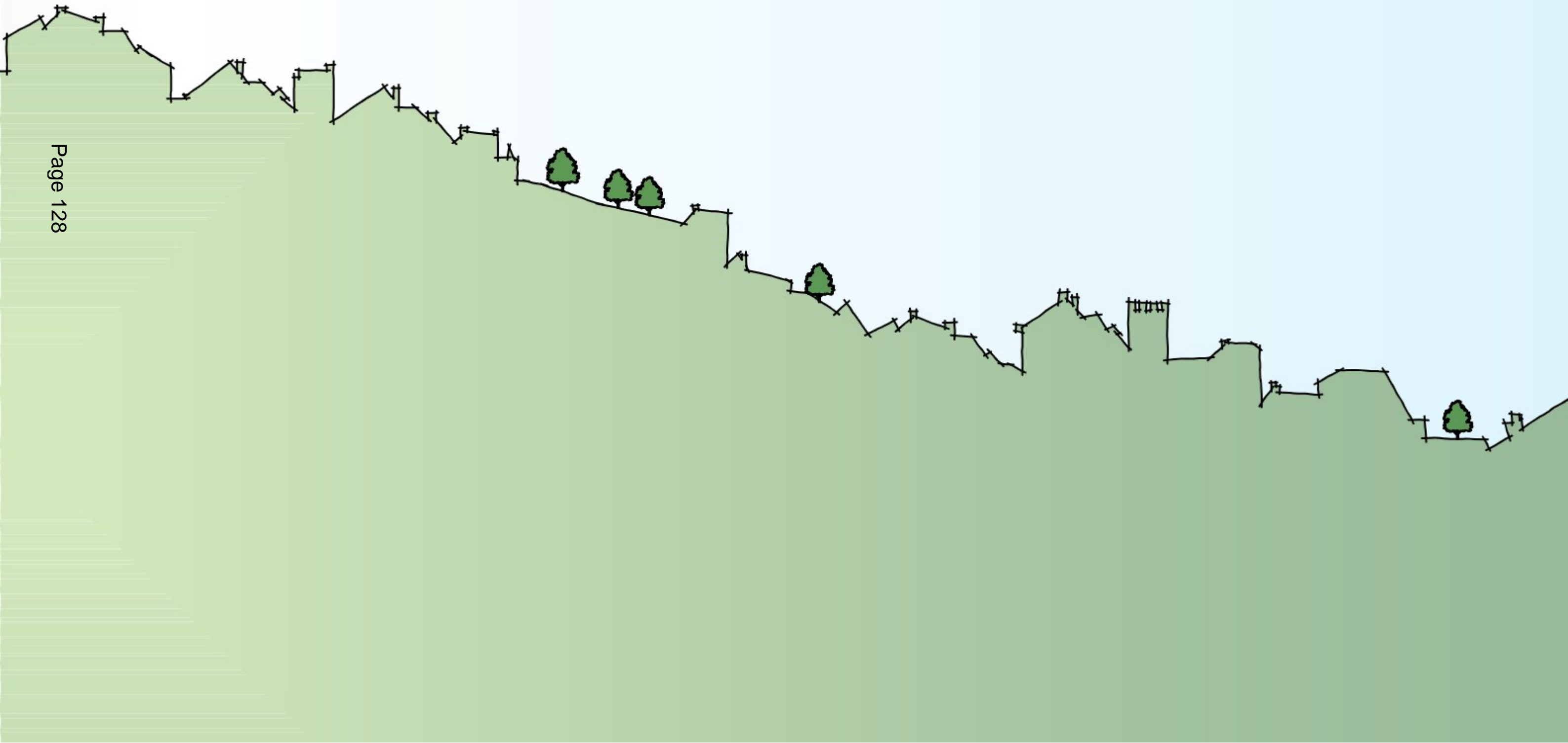
Source: Community Survey; N=293

How People Prioritise the Town Centre Proposals

Source: Community Survey; N=256



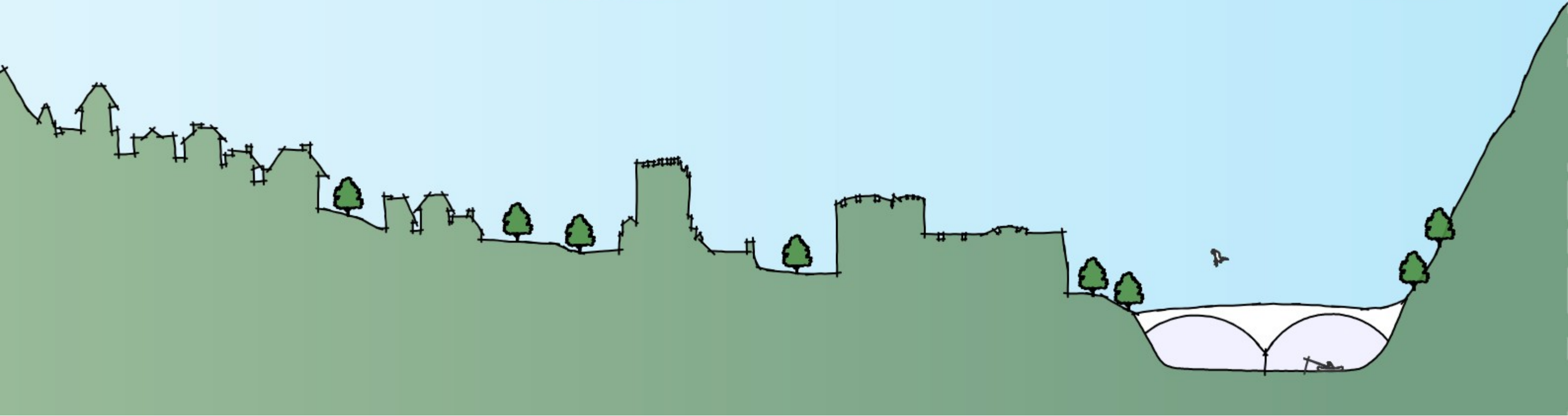
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Chapter 04

Vision, Themes and Projects

4



Vision

Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being through a focus on green solutions.

Aims

AIM 1
To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions.

AIM 2
To develop the quality and range of community infrastructure across Chepstow’s neighbourhoods that supports local well-being and improved life chances.

Objectives

1. We will develop and deliver a town centre identity and experience that is supported through place marketing, local business support and on-street activity.
2. We will deliver a co-ordinated approach to tackling underused space and buildings that meets town centre user needs and builds an experience.
3. We will manage space within the High Street area so that it hosts frequent events, festivals, markets and more that builds on reputation, quality and welcome.
4. We will enhance the arrival and linkages between the Castle and Riverside area, its Drill Hall, amenity improvements and event/activity programme.
5. We will develop a parking strategy that enables convenient “popping-in” parking as well as longer term dwell in the town centre.
6. We will develop, create and manage green space within the town centre for dwell, play and other activities.
7. We will support community assets that form part of the Chepstow experience and help their long term viability and role in the community.
8. We will manage how people arrive in the town centre and help them explore and clearly find their way around.

1. We will improve the quality of the setting of Bulwark neighbourhood shops and its linkages within the community through a co-ordinated design that addresses the main road, frontages and immediate spaces, and supports a range of local services and uses.
2. We will support community organisations with people based buildings, venues and spaces by signposting them to funding and aligning training and support that improves skills and people based outcomes.
3. We will improve under-used outdoor spaces within the community for that help local biodiversity, enhanced greening of public spaces, education and opportunities for community growing.
4. We will create walkable neighbourhoods that ensure access to amenity and services, by foot and bike, that also link into the town centre through the wider active travel network and into various long distance footpaths.

Themes

- Community and people
- Connected neighbourhoods
- Joining Up Transport
- Looking outwards and linking to the wider area
- Re-purposing space focused activities
- Managing infrastructure

PLACE THEMES

The Placemaking Plan sets out a future direction for Chepstow and lays the foundations for future prosperity and wellbeing. The priority themes respond to Chepstow’s key challenges and opportunities identified from our research and endorsed by the local community and

stakeholder consultation. Realisation of the Vision and Strategic Outcomes for Chepstow will be driven by local actions for change. There are four priority cross-cutting themes for intervention, that support the four distinct neighbourhoods and areas of the town. Each priority theme also

reflects the overarching challenge of climate change, providing an integrated response to realise a long-term sustainable outcome for Chepstow.

GETTING AROUND TOWN



- Public transport
- Active travel
- Space for pedestrians

The need to develop solutions in the short to medium term that addresses the town’s traffic through more integrated and efficient public transport, thereby presenting a quality alternative to the car. Quality bus infrastructure across the town with a bus-rail interchange at the train station appealing to those employees in Bristol, Cardiff and afar needs to be developed. Connected neighbourhoods form part of the 15 minute walkshed approach that links places of work, education, leisure, shopping and open spaces with its residents. Pedestrians need to be given more space where practical, so they feel safe and have priority over motor vehicles. This theme should link in with green infrastructure.

COMMUNITY AND PEOPLE



- Community buildings
- Play provision
- Plugging gaps in provision
- Skills and training opportunities

A community needs the right range of facilities and amenities for it to thrive, socially and economically. Applying the 5 and 15 minute walkshed approach provides a neighbourhood with an audit of its assets. At a local level, basic provision for meeting places, play provision, access to a convenience store and an environment that is safe, attractive and connected needs to be met. New investment should think holistically in terms of smart community and local enterprise provision that opens pathways to employment for those inactive as well as using redundant land and buildings for well-being purposes.

OPEN, NATURAL SPACE, ENVIRONMENT & WELL BEING



- Well-being spaces
- Paths and Trails
- Biodiversity and community outreach

The location of Chepstow has strategic and local benefits as it looking to the Wye Valley and Severnside with national footpaths and cycleways journeying through the town that brings economic benefits. The need to ensure green infrastructure is protected and improved is key to the quality of life of residents and addresses climate change. Ensuring green and open space, areas of local nature and biodiversity that complement active travel, play and spaces for community life is important.

DESTINATION AND EXPERIENCE



- Neighbourhood Hubs
- Town Centre Experience
- Enterprise Space

Chepstow town centre needs to build an identity that respects its past but recognises the need for change, appealing to its residents and visitors alike. It needs to foster green shoots of business and create the right experience for the town to be known for specialty shops, diverse eateries, markets, year round events and use. Its Castle, Museum, Norman Church and Riverside can form a coherent circuit of activity. Space that supports blended remote working, meeting space and other complementary businesses should be enabled. Local centres such as Bulwark need investment that encourages footfall, dwell and social activity.

PLACEMAKING PRINCIPLES (CODE)

5 Minute Walkshed

- Amenity space – pocket park, place to sit, walk the dog, have a picnic
- A community building or a social space to meet, talk, engage, learn
- A local convenience store or business
- Accessible, safe, pleasant paths and trails

15 Minute Walkshed

- Healthcare clinics and pharmacies
- Primary schools and nurseries
- Green spaces and parks
- Emergency services
- Local government outlets or hubs
- Grocery stores and other essential retailers
- Food and drink
- Leisure facilities
-

5 Minute Neighbourhoods

Whilst the placemaking strategy is about looking at ways to improve the whole town of Chepstow, its community is made up of distinct neighbourhoods which are defined by the physical form and central hubs or places. This is where people tend to gather or meet, shop, work, play, go to school, amongst other activities.

Neighbourhoods should be compact, pedestrian-friendly, and mixed-use, with many activities of daily living should be within walking distance.

When findings ways to organise a place, “walksheds” are where a distance that can be covered in five minutes at a normal walking

pace—typically shown on a plan as a circle with a quarter-mile radius, which is 400 metres.

By applying this in Chepstow we can overlay a number of 5 minute walksheds that radiate from a central point such as a parade of shops, a key roundabout or junction or roads, a key community service or in the middle of a town centre.

Whilst we recognise people don’t walk in a straight line or “as the crow flies” it gives you a general sense of space where people can get to within 5 minutes.

This neighbourhood unit could have a number of assets and activities that residents can access which could include.

These 5 minute walksheds can coalesce with adjoining neighbourhoods, with a series of connecting rings collectively creating your 15 minute walkshed. This larger area has a goal that no matter where you live, all residents should be able to go to school, enjoy leisure activities, work and shop within walking or cycling distance of their homes – and enjoy a better quality of life as a result.

Carlos Moreno, an urbanist and professor at the Sorbonne University in Paris, reinvented and theorised the ‘La ville du quart d’heure’ concept with six social and urban functions at its core: living, working, grocery shopping, education, healthcare and self-development.

The main aims of a 15 minute walkable town or place is to:

1. Reduce car use and unnecessary long-distance trips
2. Improve key service and amenity accessibility for people from all backgrounds
3. Create and grow social and park space for people across communities
4. Improve personal health and wellbeing across whole regions
5. Create more time for activities, such as connecting with friends and family
6. Give flexibility to how people live – e.g. flexible or hybrid working
7. Promote densification to make local amenities and services self-sufficient
8. Enhance connectivity based on cycle routes and walkability
9. Reduce through-traffic and the negative effects that come with it
10. Unlock a more sustainable way for us to live and move around

This placemaking plan therefore needs to adopt some principles around:

- Developing corridors and streets for ‘people areas’
- Supporting liveable neighbourhood plans
- Helping provide the facilities required for a 15-minute community

- Undertaking regeneration with a greater provision of local leisure, community and retail facilities
- For this plan to understand public and stakeholder issues and visions for their area, that promote cycling, walking and public transport use



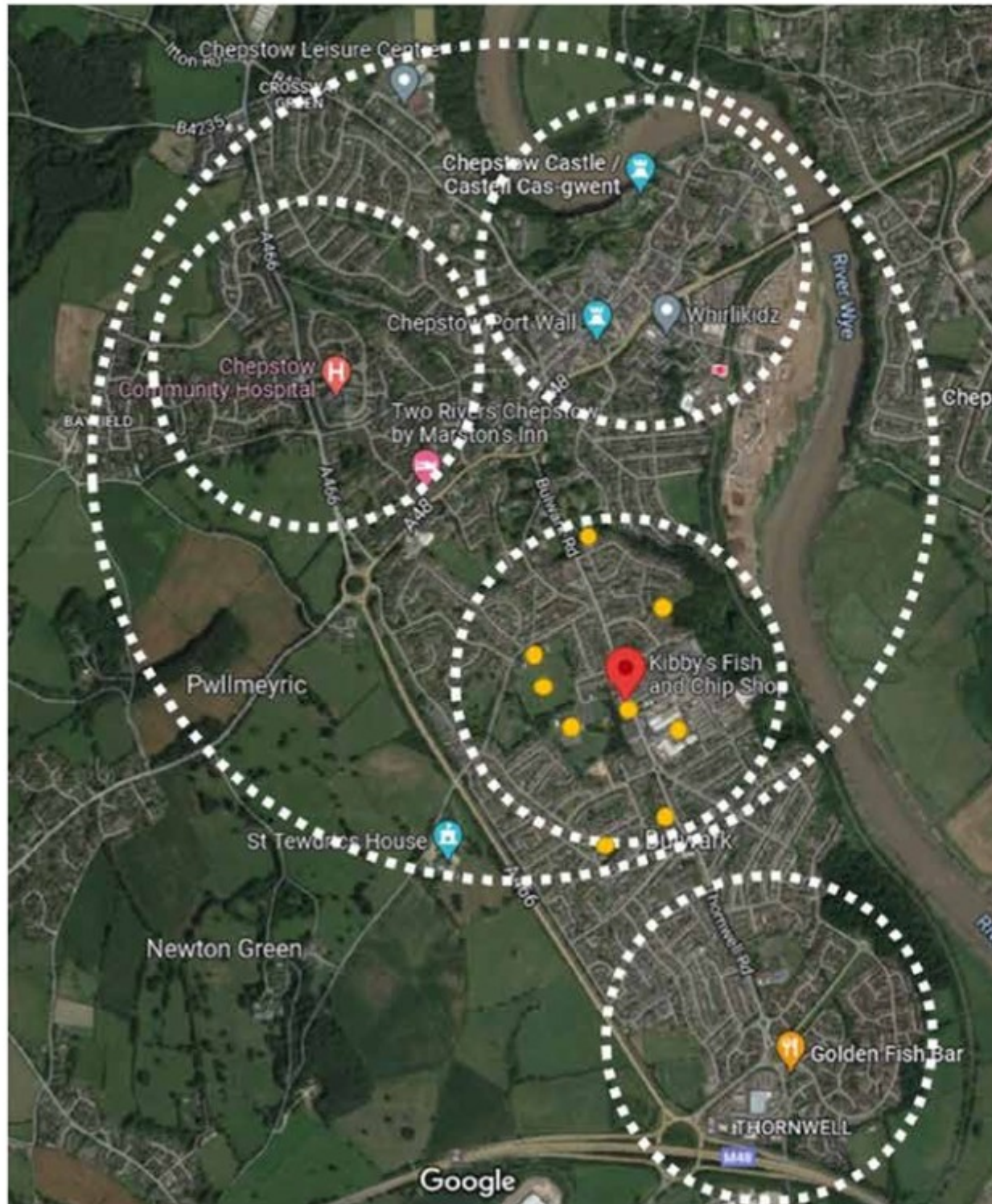


Figure 24- 5 and 15 minute walksheds, Chepstow

Repurposing Space

Chepstow is a town in flux with a need to rediscover itself as it emerges from the Covid-19 pandemic. Before the pandemic its location presented challenges for its local economy and its town centre. due to its border location, travel patterns and its physical characteristics.

Whilst respecting its heritage it needs find ways of repurposing built assets and spaces that helps its transition and reimagination. This is about arts and cultural activities, adding value to existing community hubs to maintain their viability, developing workspace that meets agile and remote working, health and well-being services and ways to channel local ideas, producers, entrepreneurs through its High Street.

People Focused Activities

Chepstow has a community of mixed needs with pockets of deprivation in Thornwell and Bulwark that have been shown within our local area statistics analysis. Income, educational attainment and general quality of life tends to be less than the Welsh average with a need for place based investment to find ways of improving opportunities and peoples' mobility and outlook. This could relate to underused or redundant assets that could be repurposed for activities such as community growing, Men's sheds, job club activity and training. It can also be about maximising the social value of investments through procurement, construction projects with apprenticeships, work placements and other support.

Looking Outwards- linking

The town needs to look outwards and link into its natural and environmental assets as well as other visitor destination. Its strategic position for the Wales Coastal Path, Offa's Dyke Long Distance

Path, the Wye Valley Walk, the Gloucestershire Way and other local/County paths and trails need to be maintained and developed so that day walks and short stay breaks bring activity and expenditure into the local economy, stimulating new enterprises and opportunities.

Destinations like Chepstow Racecourse, Tintern Abbey, the Forest of Dean Sculpture Trail and the newly opened Tidenham tunnel that links you into the Wye Valley need to form part of the visitor passport to the town and area. It also looks south to the Living Levels area of Severnside with views out to the Severn Estuary and local heritage including Caldicot Castle and Country Park.

Chepstow as a base for a day out, weekend or week away is promoted through Visit Monmouthshire and Visit Forest of Dean. The town needs to ensure it has the right quality and diversity of infrastructure that will attract people to visit in terms of accommodation, food and drink, shops and services and public transport.



PRIORITY PROJECTS

Ranking	Action	THEMES			
		Getting Around	Community and People	Environment space well being	Destination & Enterprise
PRIMARY PLACE MAKING PLAN PROJECTS					
01	High Street- Vacant Property campaign- street level and bigger properties- meanwhile and pop up etc				✓
02	High Street - Building improvement grants- High Street and Moor Street				✓
03	The Dell Play Provision & Wildflower Meadow	✓	✓	✓	✓
04	Chepstow Bus-Rail Interchange- regional-national connections; bus stops in Town Centre	✓			
05	Demand Responsive Transport (DRT)- Fflecsi scheme	✓			
06	The Drill Hall		✓		✓
07	Garden City Active Travel Link and Wales Coastal Path	✓			✓
08	High Street Workspace feasibility study				✓
09	Thornwell Primary School- community growing project	✓	✓	✓	
10	Bulwark Active Travel Links and WCP links	✓			✓

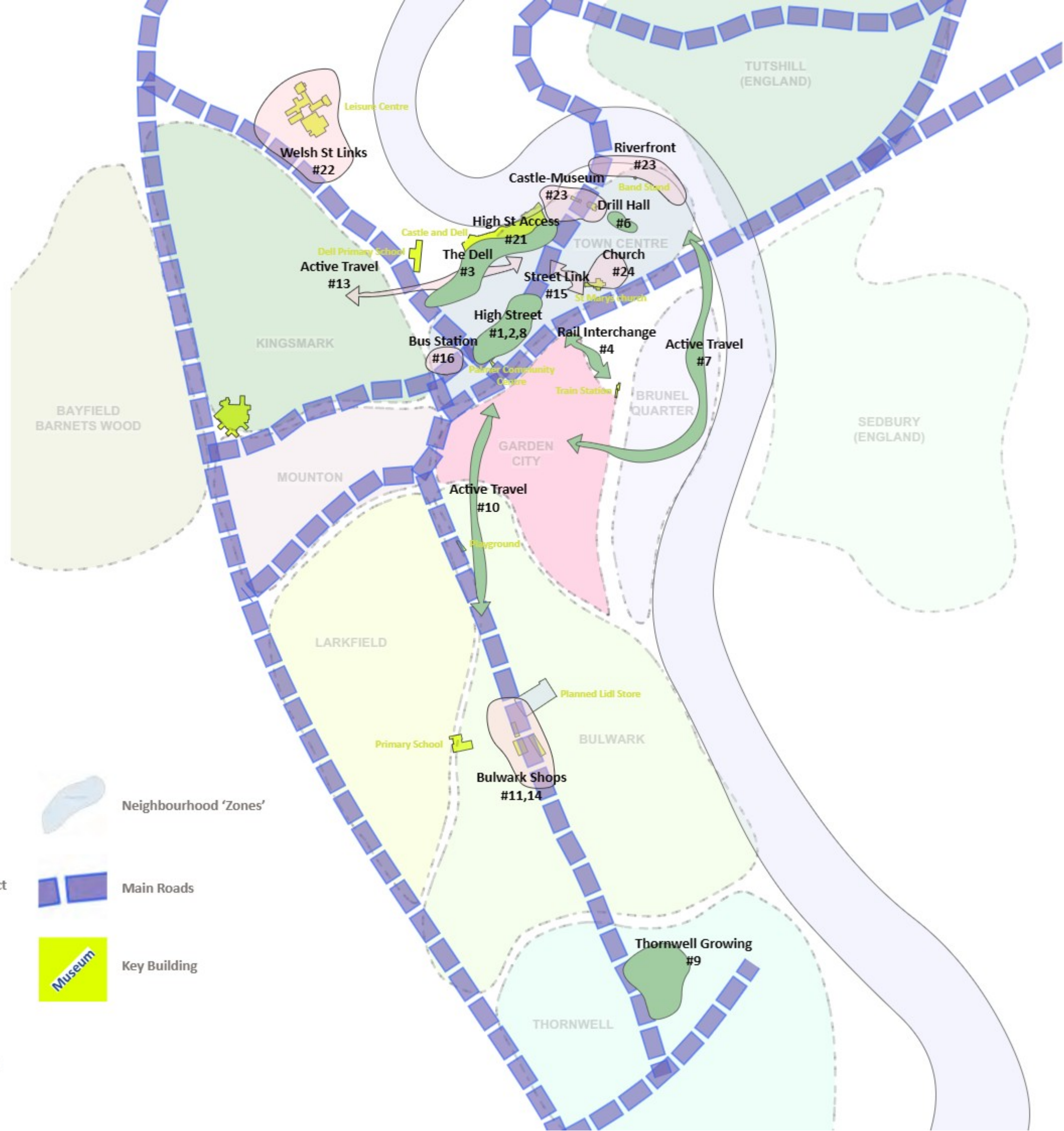
SECONDARY PROJECTS

Ranking	Action	THEMES			
		Getting Around	Community and People	Environment space well being	Destination & Enterprise
SECONDARY PLACE MAKING PLAN PROJECTS					
11	Bulwark Neighbourhood Shops (community and basic services and retail) environmental improvements	✓			✓
12	Local Nature Scheme and Play – Various Sites	✓	✓	✓	
13	Kingsmark and the Danes – Active Travel Links & Community Nature Space- Connectivity- RLDP sites	✓			✓
14	Bulwark Community buildings- assets- signposting, connectivity and improvements, co-ordination and information exchange	✓	✓		
15	Upper Church Street/Bridge Street Link	✓			✓
16	Thomas Street Bus Station and Moor Street (building grants, commercial waste, traffic management, gyratory around Thomas Street	✓			✓
17	Play and Sensory Garden	✓	✓		
18	Chepstow Castle/TIC/Museum Linkages	✓			✓
19	Bike Share Scheme	✓			
20	Local Town Centre Bus Services	✓			
21	High Street – Access and Spaces- cross town linkages- library to A48	✓			✓
22	Welsh Street – Education and Leisure Campuses and Wye Valley Path	✓	✓	✓	
23	The Riverfront- link, public realm and public toilets	✓	✓	✓	
24	St Mary’s Priory Church		✓		✓
25	Place Management- cleansing, streets, toilets, civic pride				
26	Smart Towns scheme roll out				
27	Events & Activities- marketing and promotion, events development, co-ordination and links to physical projects				
28	Green Spaces – The Warren and Bluebell Drive Woods				

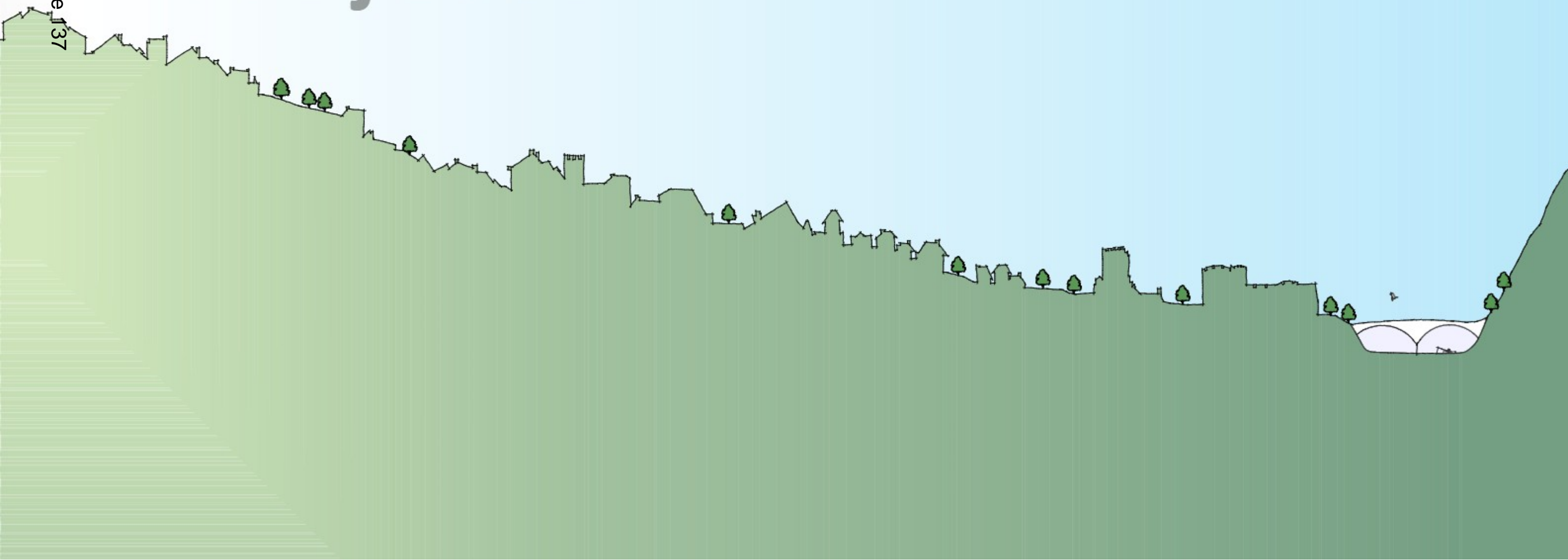
KEY PROJECT IDENTIFIER

- The Dell #3 Key Project
- Riverfront #23 Secondary Project
- River WYE

- Neighbourhood 'Zones'
- Main Roads
- Museum Key Building



Primary Place Making Plan Projects





HIGHSTREET - KEY-NOTE UNDERUSED BUILDINGS



- Reuse keynote buildings that activate space and town experience
- Test out uses and activity before any permanent solutions are found
- Work with public realm to announce/compliment street activities

Dependencies	Building owner co-operation A meanwhile project officer to be appointed
Lead Organisation(s)	Demand from start up businesses Monmouthshire County Council Chepstow Town Council Local property agents
Funding	Welsh Government Transforming Towns Chepstow Town Council Business Wales support



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- To target and repurpose keynote buildings that are vacant or underused in the High Street
- To develop a meanwhile campaign that complements the existing offer and builds on an emerging identity and brand
- To co-ordinate frontages and the immediate spaces to create the right draw and experience

PROJECT DESCRIPTION

The former Herbert Lewis building has been vacant for a significant period of time and is a key barometer for how Chepstow High Street is performing. Joined by the former Barclays Bank building which is a prominent and central vacant building in the town. The two buildings are privately owned. Whilst the Herbert Lewis building is suitable for conversion to residential apartments on the upper floors, Barclays Bank is more challenging in terms of setting and privacy.

To assist the owners in stimulating more permanent occupation we would propose a meanwhile project that bridges these two buildings. This would need to be resourced with a project officer or co-ordinator that facilitates negotiations with the owner on terms of a license/lease, respective insurances and liabilities and an agreement on uses and any temporary fixtures and fitting, and finally any rental agreement. The terms would be for a fixed period, subject to review and interested occupiers.

In Herbert Lewis this could centre on a pop up food and drink experience with producers, taster events, talks, demonstrations and even a supper club for start-up businesses to test demand.

In Barclays Bank, the internal layout and subdivision of the building may limit temporary uses but it could house a temporary art gallery, an indoor or outdoor cinema and other cultural activities.

A brand and campaign would be developed to support the project and promote the activities to the local community.







HIGH STREET BUILDING IMPROVEMENT GRANTS



- Reusing existing building stock
- Delivering a unified design code
- Creating agile space
- Ensuring a diverse town centre experience

Dependencies

This project is dependent on interest from respective building owners and landlords, specifically with the grant process and their contribution.

Lead Organisation(s)

Monmouthshire County Council as highway authority.
Welsh Government
Respective Landlords

Funding

Welsh Government Transforming Towns programme
Monmouthshire County Council
Private Sector Contributions



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Tackling local standing vacant/under-used buildings
- Repurposing uses and activities
- Introducing town centre living
- Improvements to street scene and physical fabric
- Adopting a design code approach

PROJECT DESCRIPTION

Monmouthshire County Council has a strong track record of delivering grants projects to bring about improvements to the appearance and use of town centre buildings.

This has included Targeted Regeneration Investment and Transforming Towns-funded shopfront enveloping projects, meanwhile use schemes, and interventions to bring empty or underused buildings back into use. The issues which these types of grants are intended to address – vacant or underused retail units or buildings, and buildings whose condition impacts negatively on the success of the occupying business as well as more widely the look and feel of the town centre – remain significant concerns in Chepstow town centre.

The core proposal for the Building Grants part of the programme is the establishment of a flexible pot for grant funding to deliver improvements to town centre buildings in Chepstow.

This will permit interventions under three of the Placemaking Grant themes – Commercial Property Improvement Grants, Town Centre Meanwhile Uses, and Shop Frontage Enveloping Schemes – reflecting our experience of the range of needs and context of projects which we have supported historically, and of potential projects which have been identified. This flexible approach will permit us to tailor the grants most effectively to respond to local circumstances in each town and to opportunities as they come forward.

The initial focus of the work will be the preliminary development and design of potential Building Grant projects in Chepstow, with works to buildings unlikely to commence until late 2023/24.

In addition to this flexible grant funding pot, a specific project to deliver improvements to Hanbury House in Chepstow has also been included here. This project was originally developed for inclusion in Monmouthshire's Placemaking Grant programme for 2021/22, but was not able to be brought forward at that time.

What to avoid



Cohesive design code





THE DELL PLAY PROVISION AND WILD-FLOWER MEADOW



Animation of the Dell route and Wye Valley Way



Play provision that is accessible to all



Green infrastructure and local nature provision

Dependencies

Planning Permission

Lead Organisation(s)

Scheduled monument consent
Friends of the Dell Park Chepstow (FDPC)

Funding

Monmouthshire County Council
Local Places for Nature (LPfN) funding
Chepstow Town Council



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Enhancement of existing play provision
- Interpretation of town wall
- Improved access to the lower level of the Dell
- Introduction of enhanced biodiversity and pollination opportunities
- Activity on Wye Valley Walk and key town route

PROJECT DESCRIPTION

Castle Dell is owned privately by the Denny family (Sir Charles Denny and his brother) and has been leased by the council from the family since 1946. The latest lease renewal was in 2017 and the owners have given their approval to the proposed play area improvements.

The play area at Castle Dell Chepstow has been in situ for many years and whilst the equipment is maintained to the relevant standards by the Council it is dated, has limited play value and is not fully inclusive. The site is close to the town centre, next to the Bank Street car park, giving good access to the play area and the wider open space. The land at Castle Dell is in private ownership and is leased by the county council on a long term basis.

The Friends of Dell Park Chepstow (FDPC) was set up a few years ago by a group of interested parents with a view to upgrading the play area and has been working for the last three years with a landscape architect to redesign the site.

When the Council undertook an independent assessment of its 110 play areas back in 2019, Castle Dell ranked as poor in terms of play value, with a PV rating of 18 out of a possible total score of 84. FDPC has undertaken a considerable amount of local consultation about the park and its proposed redevelopment, and their

thoughts and proposals are very much aligned to the Council's revised approach to fixed play provision, agreed by Cabinet in January 2020. This involves moving away from tubular steel equipment towards the use of more natural materials such as sustainable hardwoods, with a significant proportion of inclusive equipment for children with disabilities and other support needs. The Friends of Dell Park Chepstow are preparing the planning and SAM applications and on the lottery bid for the play area project. MCC has committed capital match funding budget already. It is hoped that when the play area project is completed then CADW will look to install some interpretive plaques about the town wall and will also undertake some works to remove unwanted vegetation from the walls.





BUS-RAIL INTERCHANGE

- ✓ Connecting into active travel network
- ✓ For enhanced bus facilities that support town centre activity
- ✓ To use enhance existing infrastructure
- ✓ Promote the use of public transport, specifically the integration of bus and rail services

Dependencies	The County Council would need to progress the detailed design for this option once funding is available.
Lead Organisation(s)	Welsh Government (Transport for Wales) Monmouthshire County Council
Funding	Monmouthshire County Council Welsh Government (Transport for Wales) UK Government Levelling Up Fund (subject to decision in January 2023)



Timetable	2022-2025 2025-2030 2030-2037
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KEY OPPORTUNITIES

- Use of railway station forecourt for bus turning area
- Two independently usable bus bays on Station Road directly south of MCC station car park
- Provides significant bus-rail integration opportunities
- Provides opportunities for EV charging and adequate cycle parking facilities within existing car park
- Proposal would include public realm improvements and new pedestrian access towards the south-eastern corner of the car park
- Option would require a relocated vehicular access to the car park but there would be minimal impact on the number of total car parking spaces

PROJECT DESCRIPTION

This preferred transport hub improvements have the potential to provide significant bus-rail integration benefits through use of the railway station forecourt for bus turning area, with two bays parallel to the existing car park access and appropriate space for buses to manoeuvre in forward gear. The option would also provide cycle parking, EV charging and enhance the pedestrian environment through improvements to public realm. All of the land required is within public ownership. The main design principles for the transport hub proposal are:

- Maximise integration between sustainable transport modes
- Drive in, drive out arrangement preferred
- Ensure design is fit for purpose
- Minimise interaction between bus movements and private vehicles
- Maintaining/improving pedestrian access
- Improve/increase cycle parking facilities
- Providing for appropriate levels of EV charging
- Retention of car parking and taxi rank

Delivery of a Chepstow Transport Hub is likely to have some impact on a number of car parking spaces at the station and the surrounding area. The Park and Ride workstream to the Chepstow Transport Plan sets out a recommended car parking strategy to be delivered in conjunction with the Transport Hub in order to maximise the impact and uptake of sustainable transport in Chepstow.



Current image of train station

CHEPSTOW
TRANSPORT HUB



PLAN OF PROPOSED BUS STATION



DEMAND RESPONSIVE TRANSPORT



- Connecting into active travel network
- Managing climate change through sustainable transport
- Improving access to local facilities across the day and evening

Dependencies

A Fflecsi service would be likely to have increased costs if implemented as proposed with new vehicles and significantly extended hours of operation. In the longer term there is considered good potential for these to be offset by lower per mile running costs and increased patronage that may be attracted to the service which can offer flexible journey times and routes to suit an increased number of passenger journey requirements. These costs and its future operation will need consideration.

Lead Organisation(s)

Welsh Government (Transport for Wales pilot)

Monmouthshire County Council

Funding

Monmouthshire County Council subsidy for C1, C2, C3 and 761 services



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Vehicles can be used flexibly e.g., to operate Fflecsi services most of the day but to serve as scheduled bus services at certain points e.g., a school service or high demand peak periods.
- Fflecsi typically operates with smaller vehicles based on long wheelbase minibuses which are fully accessible but can access more areas than would be possible with larger bus vehicles.
- Vehicles can be set to have fixed time locations e.g., always call at the train station when trains are arriving/departing.
- Services can operate on a near door-to-door basis making them more attractive for people with mobility issues.
- Smartphone app can help attract younger users, call centre provides an alternative for those who would prefer an alternative booking method.
- DRT was considered to have good potential to cover the service area (and all infill areas unserved) by the 'C' services currently operating in Chepstow and extending to Beachley, Sedbury and Tutshill which are functional parts of the urban area.

PROJECT DESCRIPTION

The Commission for Integrated Transport define Demand Responsive Transport (DRT) as any form of transport where day-to-day service provision is influenced by the demand of the user (CfIT, 2008). DRT bus services therefore provide something of an intermediate between buses and taxis and typically operate with smaller vehicles and without a fixed timetable or stops where the route and timing adapt to meet the demands of users.

To support the scheduled bus network Monmouthshire County Council also supports the operation of Grass Routes a responsive flexible bus service operated with accessible smaller buses that makes trips on request Monday to Friday between 09:00 and 16:30. Rather than a typical timetabled service Grass Routes is able to pick and drop off passengers within their service area, changing their route based on daily passenger requests.

Since 2020 Transport for Wales (TfW) has been piloting 'Fflecsi' branded DRT services in Wales. Like Grass Routes, Fflecsi services

responds to passenger demands and will pick-up and drop-off passengers at a location of their choice within a service area.

Fflecsi services are centrally managed, and routing is largely automated undertaken by Via as a third party supplier. Passengers can make a travel request within the service area either by use of a smartphone app or by calling the Fflecsi call centre depending on conditions which differ by area request to travel may be short term (even immediate) or for a future time/date.

Experience to date indicates that Fflecsi is best suited to a smaller service area where trips are short enabling connections between more people, their local community and regional transport network. It is therefore recommended that Fflecsi would operate over a service area covering Chepstow and the Beachley peninsular. If introduced Fflecsi would replace the C1, C2, C3, and 761 services which operate Monday to Saturday with a total fleet of three vehicles. The existing scheduled services currently operate hourly, Monday to Saturday but it is recommended that the Fflecsi service would operate for extended hours and on a Sunday, offering a comparable service that provided by Fflecsi in Ebbw Vale. The proposed operational hours are:

- Monday to Saturday 05:30 to 22:30
- Sunday 09:00 to 16:00





THE DRILL HALL



The sustainability of a key community asset in lower Chepstow



Good linkage and visibility of the Drill Hall for visitors and the local community, forming part of the Castle/Museum and Riverside experience

Dependencies	Outcome of Community Asset Transfer study and decision between Monmouthshire County Council and Chepstow Town Council
Lead Organisation(s)	Monmouthshire County Council Chepstow Town Council.
Funding	To be confirmed



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- To ensure the Drill Hall remains as a welcoming and accessible community-led cultural facility for the benefit of local people and visitors to Chepstow.
- To develop the Drill Hall's potential as a centre for community education in the arts, culture and heritage of the area.
- To build the capacity of the Drill Hall to accommodate new community activities, in order to promote health & wellbeing and in line with identified community need.
- To realise new community and social enterprise opportunities that help to sustain the Drill Hall in the long-term

PROJECT DESCRIPTION

The Drill Hall Chepstow is a community and arts venue which, since it was leased by Chepstow Town Council in 2008, and handed to a volunteer management committee, has rapidly become a major focus in Chepstow's artistic and community life. With a programme that includes cinema, professional live theatre, concerts, local amateur dramatic performances, poetry readings by nationally known poets, book talks by famous authors, day schools on subjects of historical and environmental interest, art and craft and craft exhibitions, produce shows, dances and the regular monthly meetings of The Chepstow Society and Chepstow U3A.

Gareth Kiddie, the Director of community regeneration specialists, GKA was commissioned by Chepstow Town Council (CTC) in August 2021 to help guide the Council through the process of successfully securing the Drill Hall from Monmouthshire County Council on a Community

Asset Transfer (CAT) basis. He has undertaken extensive consultation with local stakeholder and the wider community. At the time of writing this document the consultation findings had been published with the following some of the main summary points

The things that respondents in general really liked and appreciated include:

- its size, the variety and quality of the entertainment on offer (most especially the film showings and author talks)
- the recent improvements made to the building,
- the relaxed atmosphere and community feel, welcoming and helpful volunteers,
- reasonable ticket prices and on-site parking.

The things that respondents in general thought might be areas for improvement included: the internal décor, better event promotion, more

activities for younger people, the heating & ventilation, the sound system, the seating, parking during popular events and, the entrance and hallway could be more welcoming.

Consultees have been presented with three areas that it was said the Drill Hall might further develop or develop anew in the future. The overwhelming response was in favour of the further development of the arts entertainment offer, with good support for the idea of introducing more community education opportunities.

The next step is therefore conceived as being a Community Visioning Workshop to which representatives of all Drill Hall stakeholders will be invited. The purpose of the workshop is not to cover old ground, nor to take the form of a public meeting, but to run a participatory event that allows genuine and constructive input of good ideas for programme development, building on what already works well.





GARDEN CITY LINKS/WALES COASTAL PATH



Create safe, healthy, accessible corridors and trails that are integrated



Use of green infrastructure (SuDS)



Connecting to 5min neighbourhood

Dependencies

Consideration by Natural Resources Wales

Brunel Quarter residential scheme completion

Riverfront link under new Wye Bridge

Lead Organisation(s)

Monmouthshire County Council

Natural Resources Wales

Brunel Quarter Developers

Funding

Natural Resources Wales

Section 106 monies



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- To reopen link from Hardwick Avenue through railway tunnel onto Brunel Quarter along Riverside to lower Chepstow
- To consider how the Wales Coastal Path benefits the town centre economy in terms of route, signage, interpretation

PROJECT DESCRIPTION

As part of Active Travel improvements, the aim is to redirect the Wales Coastal Path through the closed tunnel onto the Brunel Quarter residential site, following the banks of the Wye, under the new Wye Bridge and onto the start/finishing point on the Riverfront. There are opportunities to light or use artwork within the tunnel as part of an enhanced experience.





HIGH STREET WORK SPACE FEASIBILITY STUDY



Reusing existing building stock



Creating agile space that has multiple benefits



Ensuring a diverse town centre experience and neighbourhood feel

Dependencies

The project is a feasibility study so is only dependent on the quality and scale of research that informs the process and outputs.

Lead Organisation(s)

Monmouthshire County Council

Funding

Welsh Government Transforming Towns programme

Monmouthshire County Council



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Attract new activity to town centre
- Repurpose an underused building or space
- Provide a springboard to vacant units
- Develop a local supply chain network

PROJECT DESCRIPTION

To undertake a feasibility study into the demand and operation of a workspace within Chepstow High Street, specifically centred on an agile or co-working set up. The study would look at any previous or current activity in the County in terms of supply and demand, with market research to understand needs within Chepstow and its hinterland.

Linking into other High Street projects, the study would assess available building stock and space against workspace requirements, and also identify other complementary uses and activities which could add to its appeal and sustainability. It would also develop a network of suppliers that could support such a workspace such as IT support consultants, accountants, stationers, sandwich bars, etc. Dependent on the timing of the feasibility study it may inform some of the building improvement grant activity.





THORNWELL PRIMARY SCHOOL



- Civilised street principles
- Use of Green Infrastructure
- Creating social spaces
- Connecting to 5min neighbourhood

Dependencies	Feasibility report outcomes and options appraisal for caretakers lodge
Lead Organisation(s)	Ownership process from the primary school and neighbouring residents Monmouthshire County Council Thornwell Primary School
Funding	Registered Social Landlords Welsh Government Active Travel programme Community development grants and trust funds



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Repurpose former caretaker's lodge
- Enhance how school engages with Thornwell Road
- Streetscene improvements and introduce green infrastructure
- Connect into Active Travel Network

PROJECT DESCRIPTION

The primary school has been pioneering with it growing produce and understanding where food comes from with a small community farm established which its pupils and teachers maintain and manage.

The redundant caretakers lodge could meet a need within the community and is subject to a feasibility study. It has a presence on the main road and could provide a visible community hub that acts as a bridge between residents and the school.

The extension of the food and growing theme could be developed with the building provide a community kitchen, classroom and training, storage for tools and anchoring a community allotment, food share activities, community composting and providing pathways for learning as well as social events e.g. supper clubs, harvest festivals, cookery clubs, etc.





BULWARK ACTIVE TRAVEL LINKS



- Transforming roads into streets (20mph)
- Create safe, healthy, accessible corridors
- Use of green infrastructure (SuDS)
- Connecting to 5min neighbourhood

Dependencies	Schematic design development, initial cost appraisal
	Consultation with Welsh Govt on trunk road proposals
Lead Organisation(s)	Monmouthshire County Council
Funding	Welsh Government Welsh Government active travel programme
	Monmouthshire County Council Section 106 monies



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Active travel improvements that support increased mobility, healthy lifestyles and journeys to work, learning, leisure, shopping and more
- To address known hotspots for pedestrians and cyclists such as crossings, accessibility and to present a continuous series of routes
- The Active Travel Links support the 5 min neighbourhood and links into the larger 15 minute walkshed

PROJECT DESCRIPTION

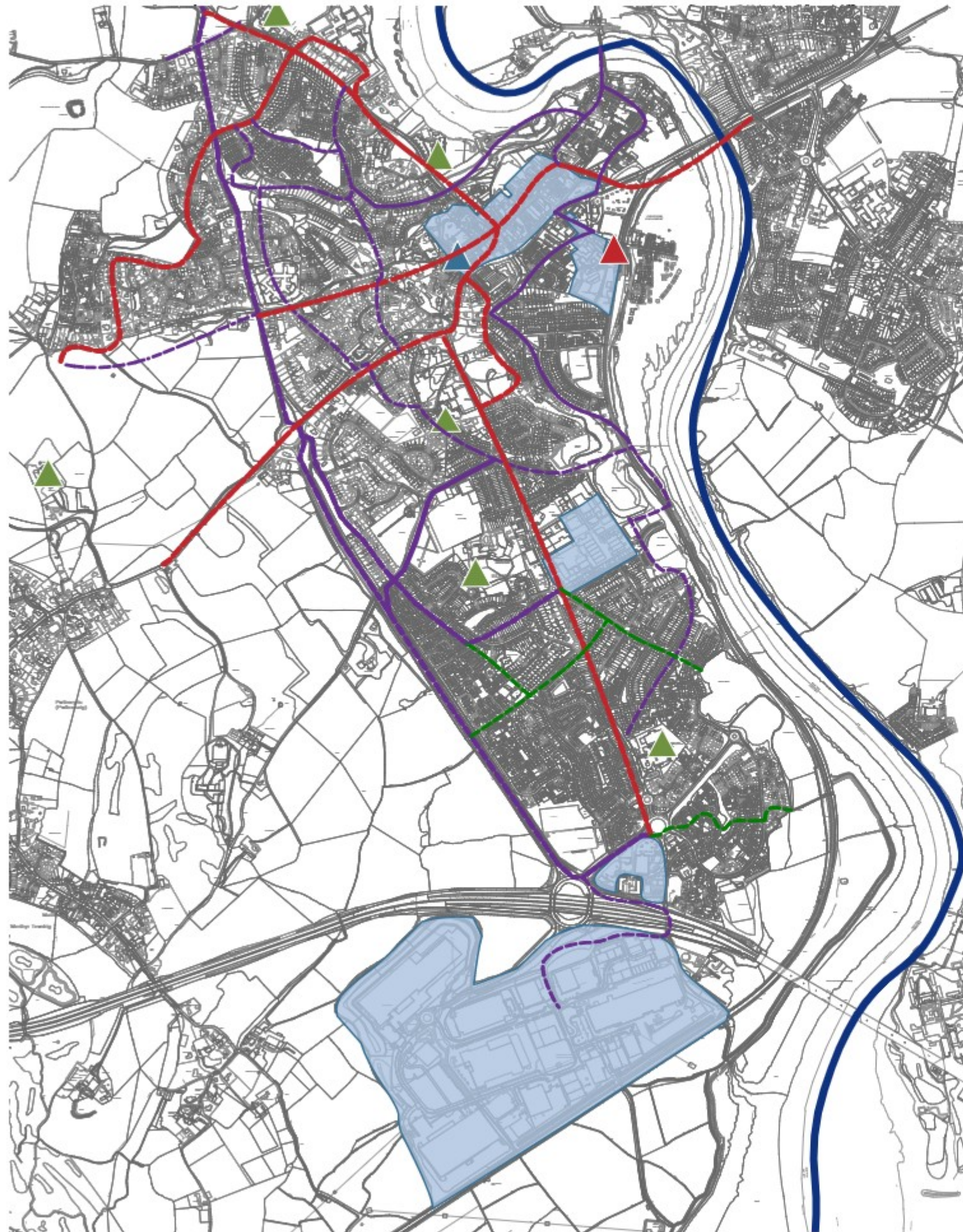
In 2021, the County Council undertook its Active Travel Network Map Consultation which led to a prioritisation assessment. Within the context of Bulwark these are the proposed improvements.

- Bulwark Corner.** Important connection between Town Centre and residential area to South. Currently unacceptable waiting times to cross the A48 Hardwick Hill. Controlled crossing would benefit, though consideration may be needed for timings to link in with lights at bottom.
- Wye Crescent to Strongbow Rd/Bulward Rd junction.** Useful connection between Bulwark and Town Centre. It appears to be well used with lighting in place. Some leaf litter and minor vandalism.
- C4D Link to Bulwark.** Would provide link between shared use path to Town Centre, Bulwark employment and residential area.
- Mathern Road to Wye Valley Link.** Route is pleasant to walk along, but quick win opportunities to improve experience would be drop kerbs/tactile provision closer to

desire lines (e.g. at Channel View crossing). Quick cycle improvements would include additional directional signage to link

- Caerwent Road to St Marys RC Primary School.** Route connects through Bulwark to south. Route is direct and connects a number of key trip attractors. Crossing points in place to connect trip attractors on opposite side of route. Longer term improvements should seek to provide dedicated separated provision.
- St Marys RC Primary School to Rockwood Road.** Realigned route from 2017 via park and Rockwood Road avoiding steep and narrow Hardwick Hill. Route would benefit from improved crossing facilities and signage.

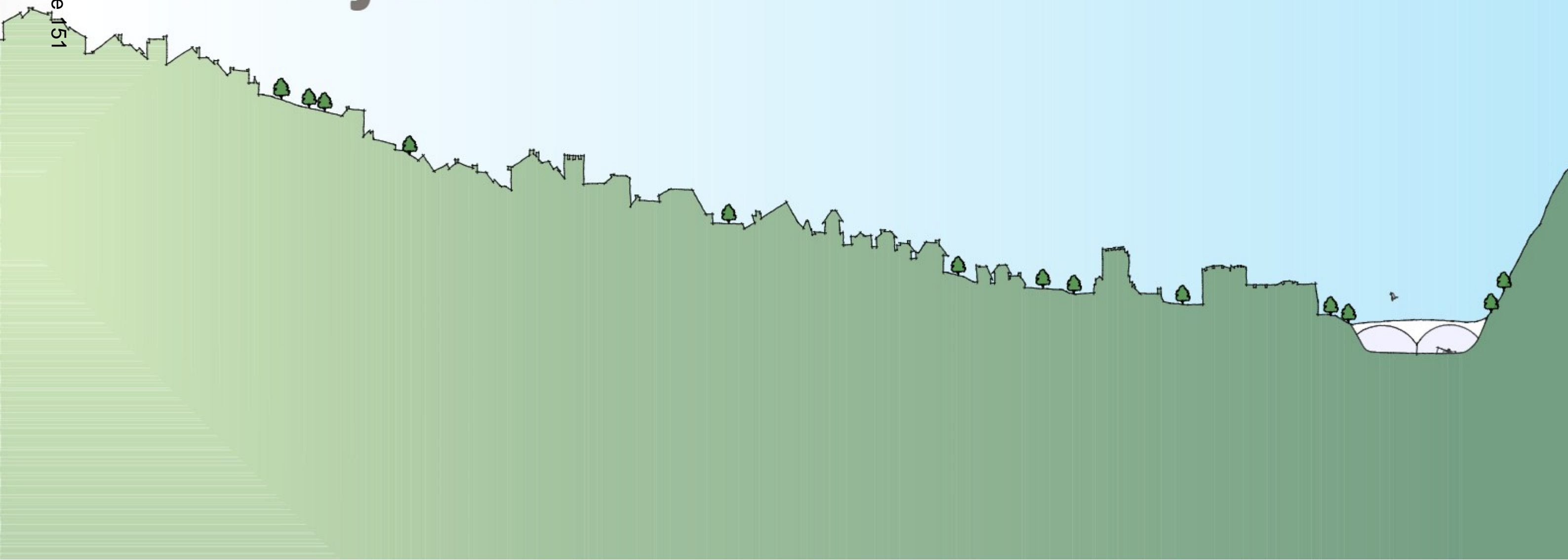




ACTIVE TRAVEL MAP

- Key:
- Other Long Term Connections
 - Low Usage Routes
 - Medium Usage that meet standards
 - Priority Usage that require improvements
 - Other Routes that require improvements
 - Secondary School
 - Primary School
 - Employment

Secondary Place Making Plan Projects





BULWARK NEIGHBOURHOOD SHOPS

Key Opportunities

- Improve shopper experience
- Reclaim space from highway domination
- Rationalise under used and left over green spaces
- Improve green infrastructure
- Upgrade pedestrian environment

Project Description

This busy neighbourhood retail hub has the opportunity to become a vibrant retail and leisure core centred around a quality pedestrian friendly, green and safe public realm.

The illustrative proposals demonstrate how the area could be redesigned based around good place principles. Re-claiming excess space currently given over to highway could create more space for shops to display their wares, cafes to spill out into and parking solutions to be rationalised. Such interventions can begin to activate the street and help to create a destination place.

Such interventions will also create additional space for integrated green infrastructure. Not only will this create a more visually pleasant environment, it also had the potential to improve biodiversity, sustainable drainage and reduce carbon emissions.

The parade of shops could also accommodate local community and well-being services that are a natural space for people to meet, gain advice, participate in activity and also be signposted to other local facilities.





PLAY PROVISION/ PLACES FOR NATURE

Key Opportunities

- To re-provision play sites within Bulwark and Thornwell that continues to provide a community resource yet maximising the natural capital of the spaces
- To retain play spaces and green spaces but with enhanced biodiversity value

Project Description

To upgrade existing play provision that meets the needs of the community and forms part of a 5-minute neighbourhood principle.

To deliver community nature schemes through play provision which could include:

- Planting for pollinators and other wildlife
- Mini- meadows / native hedgerow
- Trees and shrub planting/Fruit trees / orchards- Community food growing opportunities

Sites to include: Burnt Barn Road, Garvey Close, Valentine Lane, Bishops Close, Strongbow Road and Larkfield Park

Additional sites to explore include: Pembroke Road, Aust Crescent and Piggies Hill.

This project needs to add value to the Community Orchard trail, developed by Transition Chepstow and Chepstow Town Council.



ACTIVE TRAVEL AND COMMUNITY NATURE SPACE

Key Opportunities

- To link the northwestern edge of Chepstow community within the town centre and other destinations through the Danes, Mounon Road and onto Welsh Street
- To make additional investment in the Danes open space through local spaces for nature measures
- To improve existing routes to meet Active Travel standards

Project Description

The linear footpath in the Danes, linking Kingsmark Lane and the main open space/play area, is included as one of the sites in the CNS (Community Nature Spaces) project this year and offers some opportunities for improvement. The topography of the site doesn't currently offer a realistic accessible off-road link to the town centre and the start of the off-road footpath in Castle Dell down to the Castle, Museum and Riverside. This needs to be reviewed and options for making improvements need to be explored.

To create this coherent series of pedestrian routes from the north western edge of the town from Bayfield and Barnett's Farm that ensures access to and from the town centre, and in addition links into local public transport that supports return trips. The addition of other initiatives such as e-bike hire scheme and charging stations in this upper area of the town would help increase peoples' mobility and accessing local services and facilities.





BULWARK COMMUNITY CENTRE

Key Opportunities

- Enhancing existing community assets to aid demand, viability, future sustainability and social cohesion
- To integrate assets such as Bulwark Community Centre and Pembroke Road Primary School into the local community

Project Description

The local community recognises the value of community and educational assets such as Bulwark Community Centre and Pembroke Road Primary School. Suggestions include:

- Improved signage and accessible footpaths, to and from the Community Centre and improved accessibility to building and car park.
- Enhanced play provision alongside the Community Centre.
- To support the Community Centre with its uses, activities and cross-community promotion, and planned refurbishments – promoting it as a local Hub.
- To develop with the Primary School, an out-of-school hours community activity plan that supports the ethos of a community school.
- To appraise how the school grounds work with immediate streets, edges and boundaries and footpaths, etc, and to understand if there are opportunities to create more permeability, whilst ensuring the security of pupils.



UPPER CHURCH STREET / BRIDGE STREET LINK

Key Opportunities

- Rationalise carriageway
- Reduce junction geometry to increase pedestrian space and slow vehicle speeds
- Enhance pedestrian priorities using crossovers at side junctions
- Improve setting of historic Almshouses

Project Description

This corner is a key pedestrian nodal point with multiple connection choices to the High Street, church, castle and riverfront. It is, however, currently dominated by a highway design geometry and vehicle priority.

There is an opportunity here to redefine the space and create a pedestrian priority node. This can be achieved quite simply through the reduction of highway junction geometry combined with effective pedestrian priority features such as side road crossovers and highway narrowing at key pedestrian desire lines.

The introduction of street trees and kerbside landscaping can also establish the node as a place whilst also helping to deflect the carriageway and reduce traffic speeds.





THOMAS STREET / MOOR STREET BUS STATION

Key Opportunities

- Creation of a public transport arrival gateway with new quality public realm with integrated green infrastructure
- Reduce dominance of large areas of 'dead' paving by reduction of bus bays
- Activation of space through the introduction of a 'service' use eg coffee kiosk
- Opportunity to relocate disabled parking from Moor Street to Thomas Street, helping to reduce Moor Street congestion

Project Description

This project offers a great opportunity to completely repurpose the existing and utilitarian space and public realm. A review will need to be undertaken of the existing bus services with a view to reduce the number of bays required. This would link into the recommendations of the bus-rail interchange project and the local bus services activities. This will release currently sterilised land for repurposing into quality public realm.

Introduction of meaningful green infrastructure will help to soften the currently hard environment and create the backdrop for a supplementary and complimentary use eg coffee kiosk with south facing seating / rest area. The additional space created will also offer the opportunity to relocate the disabled parking spaces from Moor Street. These currently narrow the street to a single carriageway. Whilst this calms the traffic, it also creates congestions which impacts on the look and feel of Moor Street.



PLAY AND SENSORY GARDEN

Key Opportunities

- Improve existing play provision
- Support Community Group with sensory garden improvements
- Ensure whole space works for well-being, play, football and informal recreational use

Project Description

Hardwick Village open space was laid out by the Admiralty 'National Shipbuilding Company' as part of the new Hardwick Village built for workers of the Government's new shipyard at Chepstow in 1917 to provide ships for the war effort.

The Garden City Community Group has developed their overarching plan for the whole site, with plans for a new perimeter footpath, new play equipment for younger children and to replace old play equipment. It is a protected field with Fields in Trust (National Playing Fields Association) – so it is protected as a public open space in perpetuity for current and future generations. The designation is as a WW1 commemorative site – the houses were built to house the naval shipyard workers as part of the WW1 war effort.

The County Council is to install items of play equipment for the younger (pre-school) age group and in the longer term we would like to replace all of the existing but outdated fixed play equipment for the primary age group (5-11 years). Works to the sensory garden will also take place.





CASTLE / TOURIST INFO & MUSEUM PUBLIC REALM

Key Opportunities

- Reduce traffic speed
- Widen footways
- Create places for pub seating
- Rationalise castle car park access
- Improve pedestrian link between castle and museum

Project Description

This area of the town is a key arrival point and gateway for many of the visiting tourists. However, relatively fast moving traffic, narrow footpaths and a tired public realm does not portray this. There is a real opportunity, through relatively simple and straightforward intervention, to create a real sense of arrival here.

There is also an opportunity to far better integrate the neighbouring uses into a unified space. Through the slight horizontal deviation of the street, footpaths can be widened, offering space which the adjacent pubs could use for external seating. This could be combined with modest rain gardens and landscaping to help with green infrastructure and drainage.

At present the museum feels divorced from the castle experience. There is the opportunity, as part of the aforementioned street public realm enhancement, to provide a more direct, visually and physically apparent link between the two, better integrating the museum into the space and place.



BIKE SHARE SCHEME

Key Opportunities

- Bike share can support the objectives of WG transport policy by reducing carbon emissions, attracting new cyclists and increasing the attractiveness of public transport.
- Electric bikes can assist with challenging topography and make bike share more inclusive.
- A suitably sized scheme for Chepstow would include around 100 electric bikes and 10 docking stations.
- The key benefits of bike share include reduced carbon emissions, improved local air quality, attracting new cyclists and increasing the availability and attractiveness of public transport.
- Chepstow could be used as a test case to trial a range of shared mobility options to complement the core Metro network

Project Description

A Docked Electric Bike Share best addresses the Chepstow WelTAG study objectives. Electric bikes can assist with challenging topography and make bike share more inclusive. A suitably sized scheme for Chepstow would include around 100 electric bikes and 10 docking stations. The preferred option would cost around £500,000 to set up initially (bike purchase and station installation) and require around £100,000 of ongoing operating subsidy per annum. This is less than the estimated cost of operating subsidy provided to local C1/C2/C3 bus services.

The geographic extent of the proposed scheme, number of docking stations and their spatial distribution has been discussed with local stakeholder groups and a total of 10 docking stations and 100 electric bikes is considered a suitably sized scheme for Chepstow.





LOCAL TOWN CENTRE BUS SERVICES

Key Opportunities

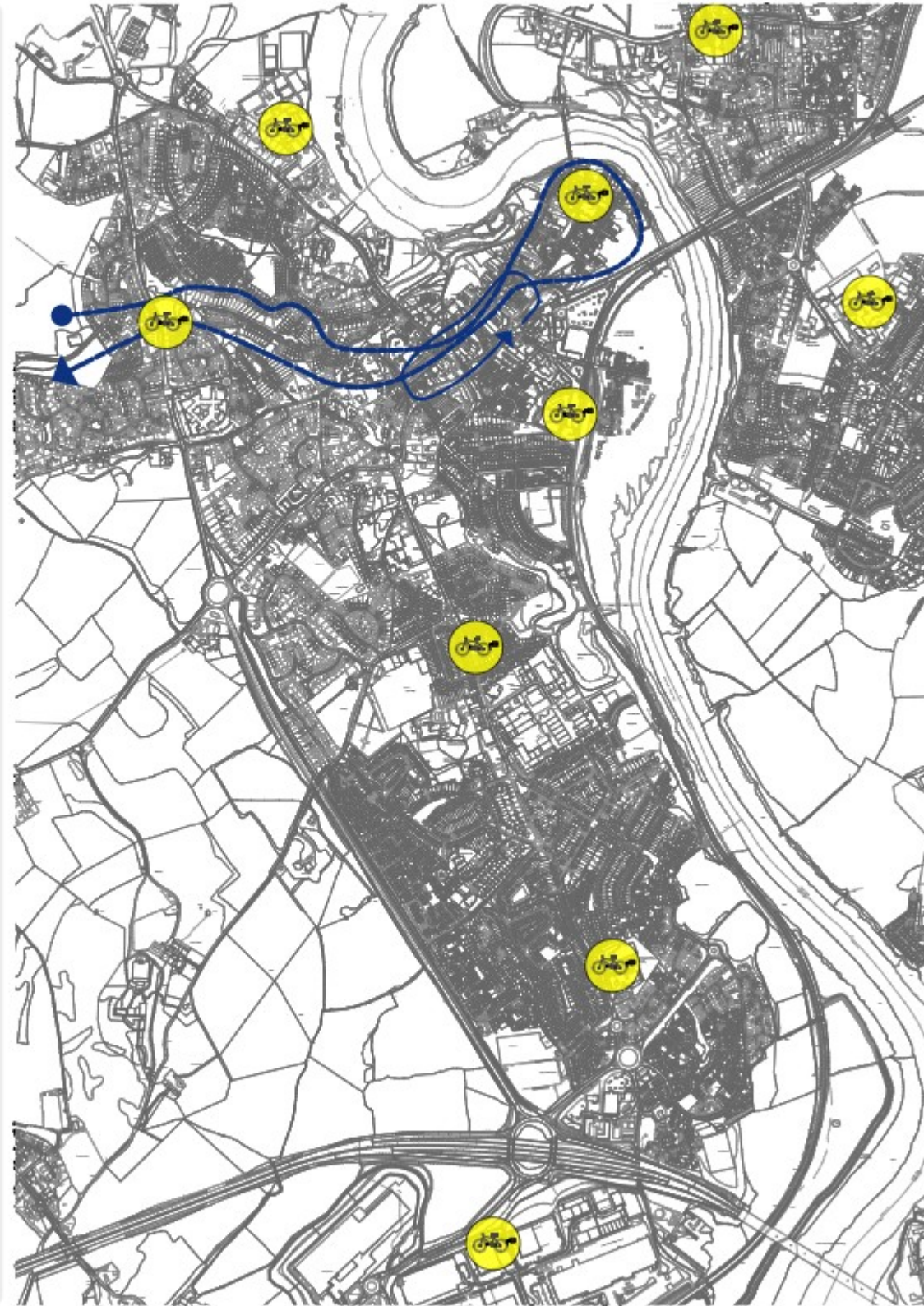
- Provide better accessibility between local destinations for both existing and potential bus users. It is these journeys for which demand (and potential demand) for bus travel is typically highest;
- To connect more bus services (and therefore local destinations) with rail services at the proposed Transport Hub at Chepstow railway station in order to improve regional accessibility; and
- To operate a future bus network with a similar level of operating resources

Project Description

The proposed bus network utilises Moor Street (and the existing Thomas Street bus station), Hardwick Terrace, Mount Pleasant (A48), Beaufort Square, and High Street with all routes circulating in an anti-clockwise direction through the town centre. The loop enables all buses to connect to either the Thomas Street bus station, the Transport Hub, or both.

To support the bus box idea and Transport Hub, new stops have been proposed on the A48 and adjacent to the current bus station.

A new bus stop is proposed on Moor Street which enables buses travelling westbound, past the bus station, to pick up and drop off passengers without the need to loop through the bus station which is one-way north bound. As well as stop infrastructure for the stop it is recommended that pedestrian facilities are included in the signalised junction.



- Key:
- Town pedestrian walking circuit
 - Bus box loop
 - Existing bus stops
 - Proposed new bus stops
 - E-bike docking stations



HIGH STREET ACCESS AND SPACES CROSS TOWN LINKAGES

Key Opportunities

- Creating more clear and legible pedestrian links
- Linking assets such as parks, libraries, toilets
- Connecting into active travel network
- Signing town centre edges

Project Description

This project is to provide stronger cross-town linkages from The Dell green space through the walled entrance across Welsh Street car park, passing Chepstow library/Community Hub and into the town centre.

From the southeastern side of the town centre, specifically the Upper Nelson Street service road there is an opportunity to provide clearer signposting to and from the High Street. This could support an element of "popping in" type parking (limited stay) within Upper Nelson Street.

Types of improvement works could include:

- Waymarking and other forms of signposting (repeater and directional)
- Changes to pavements and surfacing to direct town centre users
- New public realm improvements to targeted areas
- Landscaping where required





WELSH STREET LINKAGES

Key Opportunities

- Improve safety of children in accessing school
- Create new gateways into school and leisure centre
- Introduce green infrastructure
- Promote pedestrians above vehicles

Project Description

This relatively modest project offers the potential to re-imagine sections of Welsh Street, primarily at the access points to the school and the leisure centre as well as with those residential streets that come down from the Kingsmark area.

The access points could be 'announced' in the street scape through the use of:

- Civilised streets surface treatments
- Localised street narrowings through the use of green infrastructure
- Relocate crossing points to safer positions
- Build up of features upon approach to school and leisure centre gateways
- Investigate green pedestrian/cycle connection from leisure centre to town centre
- Better signage for pedestrians/cyclists and awareness of a people centred space to car drivers



THE RIVERFRONT

Key Opportunities

- Create a sense of place that is worthy of the world-renowned Wales Coast Path
- To make the space more coherent for the Wales Coastal Path southern gateway and the amenity area of the Riverfront area
- Incorporate features that connect the north and south gateways to create a sense of connectivity along the path
- Install artistic features which people will post on social media, providing effective marketing for the path
- Provide a lasting legacy to the 10th anniversary of the Wales Coast Path

Project Description

The riverfront area needs to re-enforce itself as destination within the town and part of the lower Chepstow trail of heritage and natural assets. It needs to work with the Castle/Museum and Tourist Information Centre area in terms of wayfinding and interpretation. On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the river-bank and band stand area with the southern gateway for the Wales Coastal Path having a stronger presence with some vertical structures to announce the Path that is instagrammable. Proposals from Natural Resources Wales include: Improved signage, Linking words, Telling the story and Audio interpretation. There also needs to be clear continuity signage and consideration of how any re-routed Path from Garden City, landing at Brunel Quarter and the Riverside is implemented and managed.





ST MARYS CHURCH

Key Opportunities

- Return the Priory to its ancient purpose as the thriving centre of community life for all residents and visitors of Chepstow
- Preserve the Priory as a major historic building of the town for future generations to enjoy
- Develop the Priory's facilities to meet the needs of 21st Century and beyond
- Maintain the Priory as a centre of family life where families can celebrate or mark life events like, christenings, weddings and funerals and other family celebrations
- Maintain the 1000-year connection with Christian worship and prayer for the people of Chepstow
- Worship and prayer for the people of Chepstow

Project Description

St Mary's Priory Church has come to a cross-roads where it needs maintain its place of worship within the community, safeguards its historical value but also open itself up to more community and town wide activities and events. Some investment is taking place around the perimeter of the Church, but the fabric of the building is in need of essential repairs if it is to continue as a place of worship.

The Church has developed a Vision which is about looking to using the internal space in a number of ways that respects its core purpose, yet also attracts new audiences and leads to it being seen



as accessible and inclusive to all. Some activities that are easy to provide include provision for baby and toddler groups, school holiday activities, soft play activities, or inflatable park and support groups for young parents or those with post-natal depression.

For young people, areas of the church could be provided for weekly youth clubs including table tennis, pool, music such as safe discos (for example: <https://www.bluelightsa.org/about>).

For older people activities such as dementia Café, day centre, concerts, theatre, cinema, use by societies and clubs and arts exhibitions.

The celebration and promotion of the Arts could include Festivals – Music and Performing arts, Literature- Poet/Artist in residence, Exhibition space – Photography, Painting, Video, Mix media and Sculpture.

Some proposals that could be trialled or semi permanent include:

- Temporary Climbing wall
- Temporary skate park

The external and internal fabric of the building would need to form part of a package bid for funding with the income from the activities listed above to form part of the match-funding contribution.

The setting of the Church would also need to be improved in terms of perimeter paths, parking areas, its church hall and its relationship to lower Church Street and Church Street. Its main entrance needs greater announcement as you approach from Upper Church Street by foot such as carriageway treatment and signage.



OTHER PLACEMAKING ELEMENTS

Place Management

To support the physical projects, there is a need for place management. The Institute of Place Management defines the activity as “a coordinated, area-based, multi-stakeholder approach to improve locations, harnessing the skills, experiences and resources of those in the private, public and voluntary sectors”. Place management is focused on ways to improve a location or to maintain an already attained desired standard of operation. For Chepstow, local organisations are directing activity and resources to help support the town centre but these would have greater impact if there it was more integrated. Some building blocks for place management include:

- **A town centre management way of working.** Options for a manager or a multi-sector operational group. This would focus on operational and street based resources initially before moving into other activities.
- **Street animation.** To explore simple ways of animating the town centre streets, building on street bunting and floral displays. This could include training on business signage and A boards, use of flags, social space adaptation, amongst other items.
- **Digital platform.** A town website with supporting social media campaigns that also links into physical identity within the town e.g. signage, event signage, etc
- **Events and Activities.** Adding to the current programme of town events, there is a need to explore a meanwhile or pop up scheme that would focus on empty properties, trailing ideas, products, events that act as a springboards for micro-businesses and start-

ups. This would be linked to the town centre resource or could be a fixed term project officer. Other events and activities could fill gaps in the event/festival calendar which could be within physical buildings or outdoor space e.g. outdoor cinema.

Events & Activities

The town is already active with events has been for many years. From the Castell Rock Music Festival to the annual Arts Festival through the town’s Walking Festival, to name a few, are all created and run by volunteers bringing pride and passion for their town. The weekly Sunday markets in the High Street have become regular dates in the diary, building a following and draw to the town. The opportunity therefore exists to bring these altogether into a co-ordinated calendar and to also look at any common ground for pooling resources across events and festival groups. As illustrated within place management, the need for a single town website would provide a unified platform for promoting events and would start to present a single identity and set of messages.

Smart Towns

Smart Towns actively embrace new technologies to achieve economic, social and environmental benefits such as increased footfall and growth in spending, improved traffic management, energy saving, cleaner safer streets, and increased public involvement.

Smart Towns adopt the same technology and data that national brands, have been using for decades to enable small businesses and town centres to compete on an equal footing. Smart Towns also help to ‘levelling-up’ so that every business and

organisation within a town has access to the same information they need to help grow their business and the town centre.

Owen Davies Consulting were appointed to review how “smart” Chepstow is as part of a County Wide assessment and action planning process. These are their findings.

Steps the town could take to exploit its digital infrastructure further in relation to heritage and culture.



Digital infrastructure & technology in Chepstow

Chepstow has good quality strategic-level infrastructure, including comprehensive 4G coverage across all networks as well as superfast broadband. However, similar to most towns in Monmouthshire, the town does not have 5G coverage or ultrafast broadband coverage. These are areas for future investment as the increased connectivity provided by 5G and ultrafast broadband enables existing businesses to further utilise online platforms and tools. In addition, high quality connectivity provided by these networks can attract new independent businesses to set up in the town.

Chepstow does not currently have any public footfall counters (a basic building block of a Smart Town). Footfall counters would provide evidence around how people use the town centre, supporting decision making around some the town's top priorities such as transport and parking.

There is evidence of some digital heritage and culture initiatives in the town centre, such as Transition Chepstow publicising their planting through QR codes on planters. In addition, HistoryPoints are located throughout the town centre featuring information provided by the Chepstow Society. HistoryPoints are a Wales-wide initiative to place QR codes at historical sites which provide concise historical information on a web page, when the QR code is scanned. There is potential to build on this further through integrating the Castle with the heritage found throughout the town centre as well as tying in the town's heritage with new and existing events. Raglan Castle may provide a model for the next



Online presence

The online presence is how the town appears, primarily, on search engines and social media. This outward facing online presence is often the first point of call for visitors seeking to find local information, events & attractions, hospitality and retail offerings when they visit.

Websites, apps and social media platforms can be a useful place for visitors and locals alike to interact with businesses and Councils within the community from their own channels and share their own experiences with others.

This enriches the town's online offering to other potential visitors and therefore acts as organic marketing which can positively effect growth dramatically. There are many advantages to cultivating a business's brand online and via social media. It can help improve brand awareness, communicate with customers on a new level, help engage and reach new audiences, build authority and drive traffic to businesses' websites.

Whilst 70% of people in the UK spend 3 hrs on social media a day on average only 28% of UK business are active on social media.

Data from Maybe* shows that approximately 287 businesses in Chepstow town centre have an online presence, primarily on Facebook, Instagram and Twitter. Of these businesses, around half are actively promoting their business online. The engagement volume (a combination of likes, comments and shares) for Chepstow town centre is around 10,000 a day but has previously peaked at 30,000 in a single day. Businesses such as Wye Valley Meadery, Chateau Bon Bon, La Bonita Boutique and local beauty salon Albion House are regularly posting content and are therefore building their follower count and communicating with their customer base actively

Digital priorities for Chepstow



Install proposed smart sensors and LoRa

to enable the town centre businesses and stakeholders to get the most value of the systems, as soon as possible



Town centre and castle link

use sensors to understand in detail the relationship between the Castle and town centre, to identify areas for improvement which could be targeted by future investment. Use data from sensors to establish a baseline for performance of different areas of the town centre and provide businesses and stakeholders with visitor numbers, dwell time and other analytics.



Promoting Chepstow online

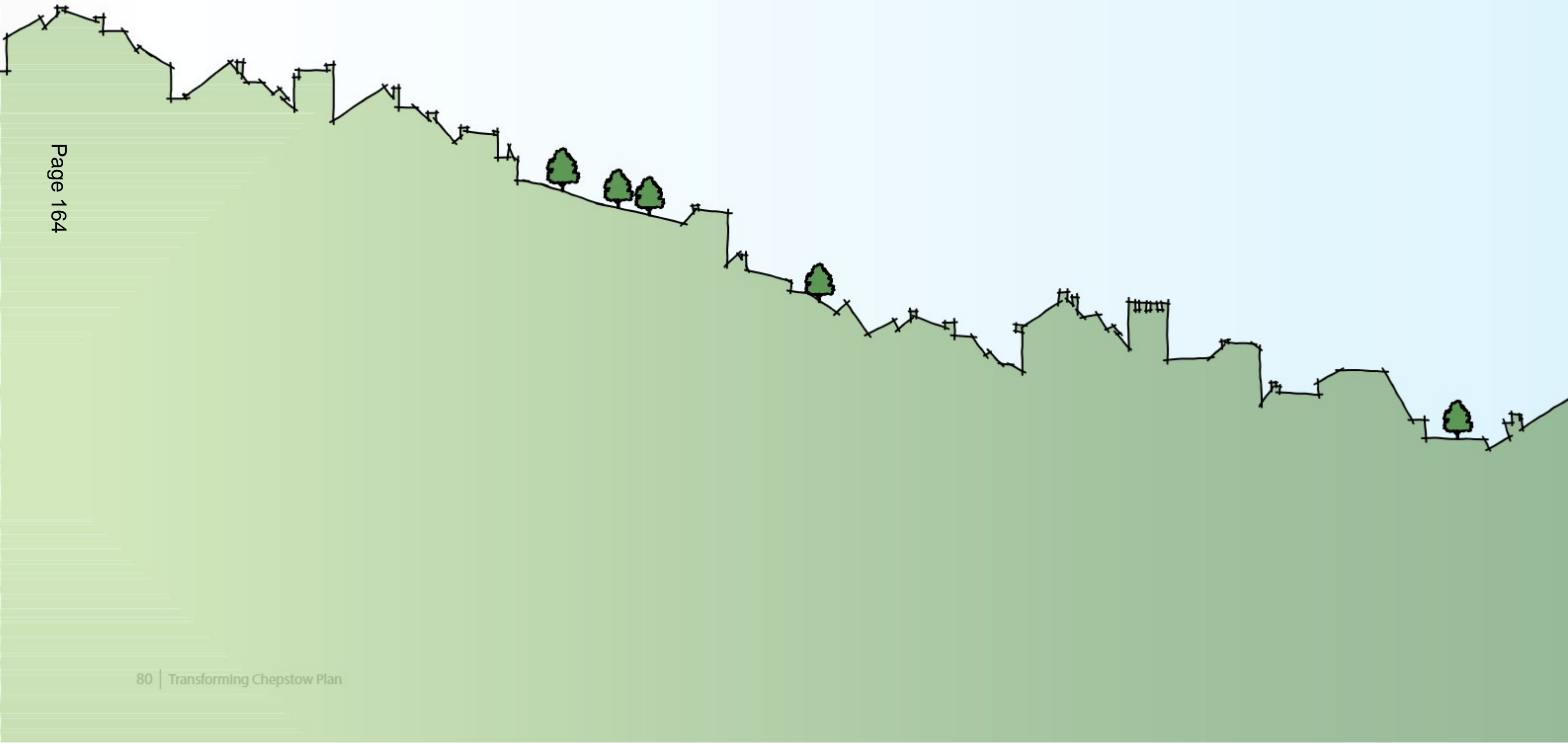
building on the town centre's long history of tourism with a developed online offer that brings together Chepstow's in-person offer in one space, to attract more visitors to the town centre.



Managing traffic, parking and pedestrianisation

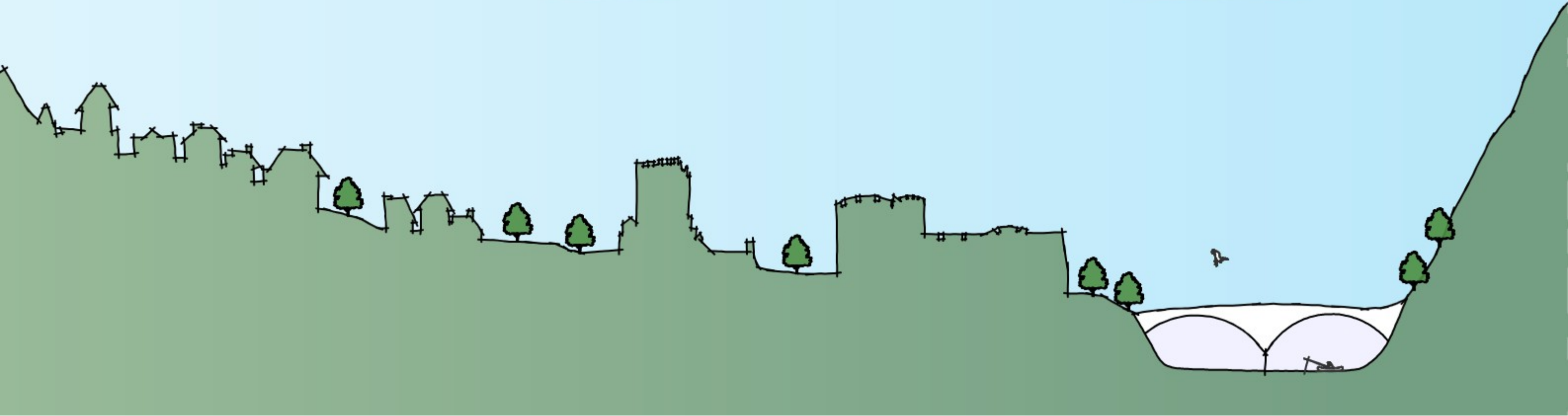
use sensors to identify any problem areas, the nature of the issues and when these issues arise. In turn using the evidence from the sensors to help make decisions around how parking, traffic and pedestrianisation is managed.

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Chapter 05 Action Plan and Programme

5



PRIORITY PROJECTS ACTION PLAN & PROGRAMME

Neighbourhood	Ranking	Action	PROGRAMME		THEMES			
			2022-2025	2025-2030	Getting Around	Community and People	Environment space well being	Destination & Enterprise
PRIMARY PLACE MAKING PLAN PROJECTS								
Town Centre and Riverside	01	High Street- Vacant Property campaign- street level and bigger properties- meanwhile and pop up etc	████████████████████					✓
Town Centre and Riverside	02	High Street - Building improvement grants- High Street and Moor Street	██████████					✓
Town Centre and Riverside	03	The Dell Play Provision & Wildflower Meadow	██████████		✓	✓	✓	✓
Town Centre and Riverside	04	Chepstow Bus-Rail Interchange- regional-national connections; bus stops in Town Centre	████████████████████		✓			
Other Placemaking	05	Demand Responsive Transport (DRT)- Fflecsi scheme	██████████		✓			
Town Centre and Riverside	06	The Drill Hall	████████████████████			✓		✓
Garden City	07	Garden City Active Travel Link and Wales Coastal Path	██████████		✓			✓
Town Centre and Riverside	08	High Street Workspace feasibility study	██████████					✓
Bulwark and Thornwell	09	Thornwell Primary School- community growing project	██████████		✓	✓	✓	
Bulwark and Thornwell	10	Bulwark Active Travel Links and WCP links	████████████████████		✓			✓

MAKING IT HAPPEN

Ways of Working

Development & Delivery Strategic Projects

Delivery of this is dependent on a partnership approach where strategic and local organisations bring their own individual objectives into a collective set of proposals that mutually benefit each other and importantly benefits the town centre. The proposals and opportunities within this vision and strategy require different mixes of partners, resources and timetable for development and delivery.

The key success factors for delivery within a regeneration setting includes:

- Understanding individual strengths and how these can be aligned.
- Communication and co-ordination at both a strategic and implementation level.
- Working to a common design code that ensures consistency in built environment.
- Connecting the need of users with potential supply in buildings and space.
- Presenting a unified identity for a place like Chepstow, whilst respecting individual organisations identities.

Town Operational Management

Towns are complex areas with multiple stakeholders that need to be effectively managed if they are to function effectively.

Examples of ongoing day-to-day operational functions that are vital to Chepstow town include:

- Highways, parking, traffic, public transport, traffic wardens, highway inspectors, street

lighting etc

- Policing, addressing crime and disorder, speeding, vandalism, theft, CCTV etc.
- Public toilets, litter bins, dealing with dog fouling, littering, street cleansing etc.
- Trading standards, licencing, planning consent, enforcement, building regulations etc.
- Grass cutting, managing green space and trees etc.

This list is not exhaustive and other operational functions are also important, including events and business support. The key public agencies involved are Monmouthshire County Council, Chepstow Town Council, and Gwent Police.

Visualising Success

The need to understand what success looks like is important when you are enabling and delivering change within a place like Chepstow.

It helps to understand the outcomes that you are reaching and the process you need to follow to meet these. Visualising success is also good for motivation and rally around a common purpose, building trust and relationships. It also importantly demonstrates to those organisations that are funding projects, that you are attaining your outputs and outcomes and shows a return on investment. The diagram shows examples of outputs and outcomes by theme.

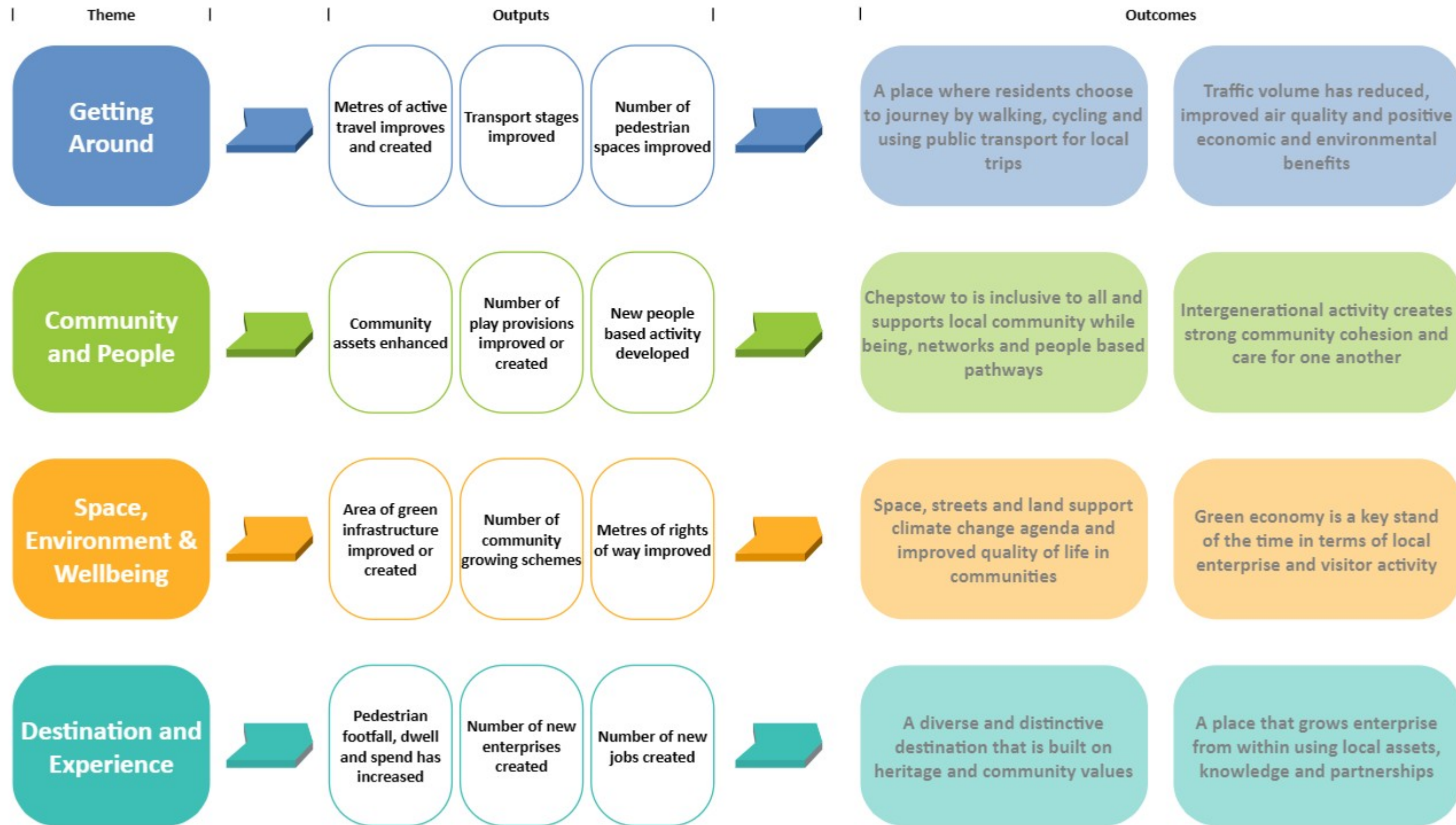
Before this diagram is a table of "place metrics" which shows a suite of indicators that could be used to monitor progress, by neighbourhood and by theme. Along with the outputs and outcomes, these would form part of an evaluation framework that a place partnership would use to monitor progress.

Place Metrics

Getting Around	Community and People	Space, Environment and Wellbeing	Destination and Experience
<ul style="list-style-type: none"> No of walking/cycling movements No of passengers (bus) Air quality count No of walking/cycling movements Vehicle volume No of walkers on Wales Coastal Path and other LDPs 	<ul style="list-style-type: none"> No of community building users No of community groups supported No of new community groups formed No of people economically active No of people engaged in volunteering No of people engaged in gardening and community growing No of people on social prescribing pathways No of people engaged in play No of users visiting Drill Hall No of community groups supported No of new community groups formed No of people engaged in play No of people engaged in volunteering 	<ul style="list-style-type: none"> No of people accessing open space and engaging with green infrastructure No of people on social prescribing pathways No of footpath users No of green enterprises created No of people accessing open space and engaging with green infrastructure No of people on social prescribing pathways No of footpath users No of people accessing open space and engaging with green infrastructure No of footpath users No of green enterprises created 	<ul style="list-style-type: none"> Pedestrian footfall No of vacant properties Diversity of uses Average stay (dwell) No of visitors Digital following and engagement Local supply chains supported No of new business openings

VISUALISING SUCCESS

MONITORING & EVALUATION





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TRANSFORMING CHEPSTOW

SUMMER 2023

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REPORT OF CONSULTATION



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1. Purpose

The purpose of this document is to report on the consultation process as part of the Transforming Chepstow Masterplan process.

The initial draft Masterplan document was produced in March 2022. Due to local government elections in May, the process had been extended to ensure the new political administration had ownership of the Plan process and to ensure the preparation and hosting of a consultation process that was inclusive and town wide as practically possible.

This report shares the findings from the consultation process and some key themes of discussion.

Image 1 - Promotional Poster in Chepstow High Street



Source: Chris Jones Regeneration

2. The Consultation Process

The consultation process was designed and organised to meet a number of objectives:

- To ensure a blended approach of face to face and digital consultation opportunities were provided;
- To provide a good length of time for people to be aware, engage with and comment on the Town Masterplan process;
- Where practical, to provide a Town wide approach to the consultation that covers neighbourhoods such as Bulwark and Thornwell, in addition to the town centre.

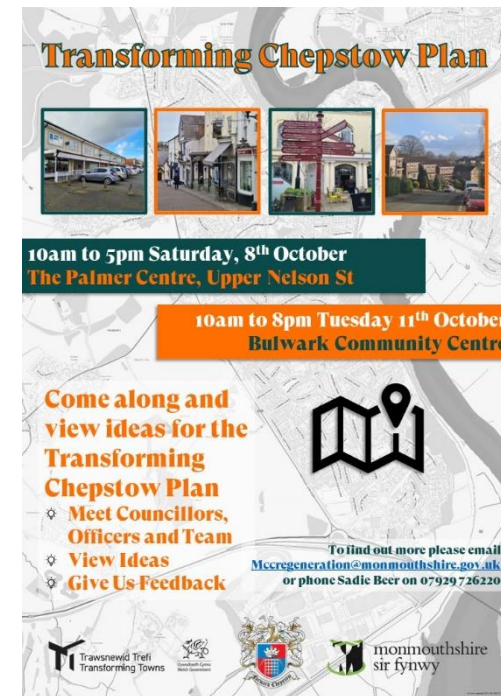
To meet these objectives, the following consultation activities were provided:

1. County and Town Councillors were provided with a briefing pack which facilitated them organising short presentations to local interest groups and organisations; this provided an opportunity to promote future events and the community survey;
2. The County Council provided a project web page on its website where people could view and download the proposals and also complete the online survey;
3. The community survey was provided online and was promoted through local networks, social media and at face to face consultation events; paper copies were also made at the Town Council's offices and at Chepstow library as well as at face to face events;
4. Two days of face to face consultation were held in the town centre and in the Bulwark community on the 8th

and 11th October, respectively. The venues at The Palmer Centre and at the Bulwark Community Centre were accessible, central and known to the community;

5. A static exhibition was held in Chepstow Library from the 12th of October until the 30th October; paper versions of the survey were provided, along with a post-box for completed copies;
6. A workshop session was held with Year 7 to 13 pupils at Chepstow Comprehensive School on the 16th of November.

Image 2 - Promotional Poster



Source: Chris Jones Regeneration

3. Key Consultation Messages

The Two Days of Face-to-Face Consultation

- The Town Centre – its identity, condition, activities, meanwhile uses, management, wellness theme, The Dell, Drill Hall promotion
- Young people provision – outdoors and inside
- Local facilities – wellbeing space, a more visible cinema, places to meet, community cohesion
- Play and space – improvements to existing and linkages
- Getting around – routes, e-bikes and linkages to Wales Coastal Path
- Public transport (Thomas Street), environment, information, hoppla bus service for town centre
- Traffic and transport – more integration with transport hub proposal
- Bulwark shops a priority combined with local facilities: social, hubs being connected, health and dentists and a community wide active travel network

Survey Findings

- Infrastructure and growth – facilities and maintenance
- Managing traffic and improve public transport
- Affordable housing
- Town centre: parking, shopfronts, build an experience, events, role of old bank and other empty buildings
- Neighbourhood focus
- Transport and movement
- More on employment and jobs
- Greening and biodiversity
- A sustainable Chepstow

- Young people – their needs and provision
- Partnership working

The Vision

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being”.

- Focus more on the green agenda
- People are split between community and tourism
- Need to support its identity
- It doesn't tackle the traffic problems
- Needs to consider its setting and relationship to other places close to the town

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present? (the number in brackets represent the frequency of the item being mentioned)

- Improve traffic and transport situation (86)
- Making the High Street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- The Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)

4. The Community Events

Face to face community consultation was provided through two days of physical conversations in the town centre at The Palmer Centre on Saturday, 8th of October from 10m to 5pm, and at Bulwark Community Centre on Tuesday, 11th of October from 10am to 8pm.

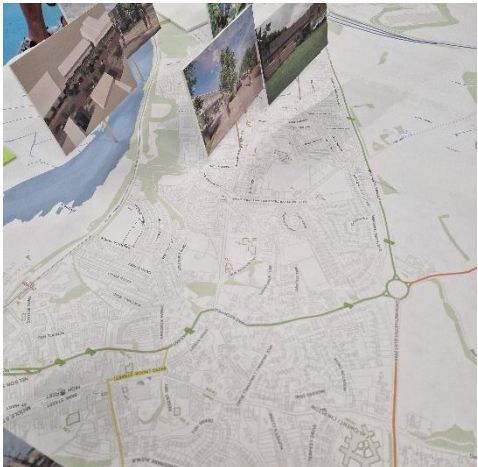
The consultation also co-ordinated with the Local Nature Scheme consultation that was also being led by the County Council, as it had a series of proposals to consult on within the town. This is involved some pop up banners, a series of exhibition boards and plans and comment sheets.

Format

The physical, face to face consultation were organised in the following way:

- Meet and greet a member of the consultancy team or County Council officers to understand the order and ways to comment;
- A series of display panels in English and Welsh that presented the need, current position, proposed vision and series of proposals for the town (see appendices);
- A large format map of the town with proposals pinned in, so people could understand location, linkages and also discuss other ideas and opportunities;
- Copies of the community survey to complete and post at the event, or to take away and complete at home; links to the online survey were also provided.

Image 3 - Consultation Event at the Palmer Centre



Page 177

Source: Chris Jones Regeneration

Town Centre Consultation – The Palmer Centre

Members of the public that attended The Palmer Centre consultation event either filled in a paper version of the survey or completed it online.

110 people attended the event.

In addition, some members of the public had direct conversations with members of the consultancy team or with County Council officers, where the following comments were noted. These are grouped under the following themes:

Town Centre

- Poor quality shop fronts
- Promote Chepstow as a Wye Valley producers' town
- Shopfronts and signage
- Condition of buildings on Moor Street
- Bridge Street – HGVs overrunning pavements – needs to be addressed
- High Street – theme – arts and antique
- The town should promote its eco credentials
- Need to find a way of sub-dividing larger properties e.g., British Heart Foundation
- Consider our audience – summer: visitor and overseas, winter: local – think of products and events – why isn't there an outdoors shop
- Arcade Gates on Nelson Street are not opened wide enough
- St Mary's Street needs bollards

Young People

- Older kids need a hang out space
- Garden City needs a play area/space or hangout for older kids
- Create a Youth Council

The Dell

- Feels unmanaged and overgrown
- Key link from Kingsmark to Lower Chepstow – feels unsafe and lacks maintenance

Riverside Area

- Make old bridge to castle two way
- The bandstand area – the litter bins are too big – they need co-ordination and need to be seagull proof

Train Station Area

- Lack of dropped kerbs on Station Road
- Close entry to Station Road

Accessibility and Paths

- Mobility scooters – availability and hire
- Electric bike scheme with a higher gearage for hills
- Pedestrian crossing outside hospital
- Penterry Park needs a footpath link
- Mounon Rd – walk/cycle route
- Wales Coastal Path above Wye Crescent in Garden City is in a poor condition and needs management
- Railway line link to Tintern through Tidenham Tunnel

Public Transport

- We need live real time information
- Outdates timetable for buses
- Better bus service to community hospital

Traffic

- A48 noise and pollution having an adverse impact on School Hill residential properties and abnormal loads are causing problems with congestion

Transport

- e-scooter rental hire scheme
- Plan does not feel integrated in terms of place and transport and the way movement works in terms of specific modes and origin and destination

Infrastructure

- Condition of roads is poor

Welsh Street

- Needs improvements on streetscene and speed reduction

Partnership and Volunteering

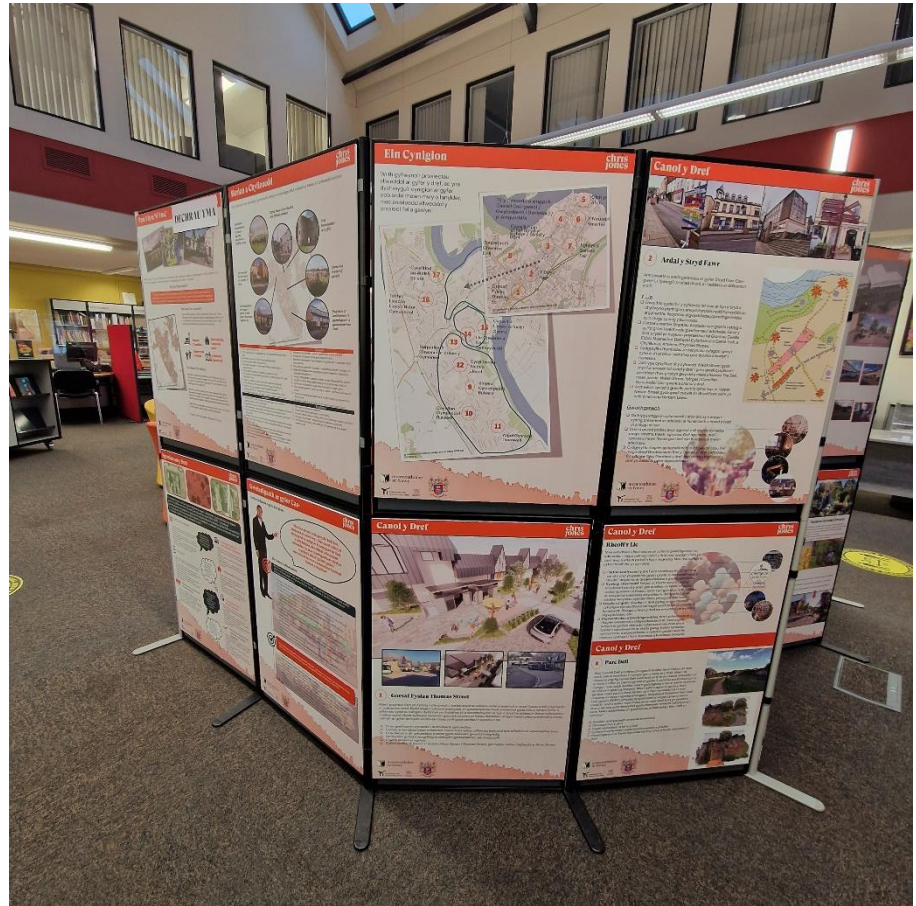
- Create litter groups – Keep Chepstow Tidy

Image 4 - Consultation Event at Bulwark Community Centre



Source: Chris Jones Regeneration

Image 5 - Consultation Event at Chepstow Library



Source: Chris Jones Regeneration

Town Centre Consultation – Bulwark Community Centre

Members of the public that attended the Bulwark Community Centre consultation event either filled in a paper version of the survey or completed it online.

58 people attended the event.

In addition, some members of the public had direct conversations with members of the consultancy team or with County Council officers, where the following comments were noted. These are grouped under the following themes:

Town’s Identity and Unique Selling Points

- Location
- Gateway to the outdoors
- Eco travel and trails
- Wye Valley produce

Infrastructure

- Housing growth in Lydney and how to manage it with increased traffic

Town Centre

- Develop a pop-up campaign with ideas around a community bakery, pottery, comedy nights, an international shop of food – deli, cheese, breads, supper clubs etc
- Provision for young people such as gaming, board games and a pool table
- Other ideas – small gym, well-being, a pint and a lecture/chat of science – see Bristol

- Develop a wellness hub – drop in health club, health referral and a creche
- Put yellow lines down the High Street
- Make shops close later so they pick up custom from commuters – be more agile in their business models
- The traffic environment should be 20 mph – design in features to manage this speed
- We want a KFC in town
- Recycling on the go provision
- Chewing gum issue and removal in the High Street area
- The A48 verges need a tidy up through the town
- Pavement café culture
- Weekly Sunday market
- Missing shops/uses – greengrocers, shoes, menswear

Thomas Street Bus Station

- Deal with commercial bins, storage, screening
- Small town centre hopper bus service

The Dell Area

- Make more of the Dell in terms of management, maintenance and activities – outdoor gym, events space, music spaces, outdoor theatre
- More litter bins
- More town information and maps
- Bring back the Son et Lumiere festival

The Riverside

- Anti-social behaviour needs to be addressed

- Litter bin covers – anti seagull deterrents

The Drill Hall

- Build on their arts and culture offering
- Promote more of their film nights

Active Travel and Trails

- Provide an E-bike hire trial scheme across the town
- Fisherman’s Walk history trails
- Develop a walk and cycle app that shows routes and healthy steps

Community Cohesion

- Need to bridge new residents specifically within the Brunel Quarter so there is a sense of belonging – “we bring some stuff to Chepstow”

Local Facilities

- A more visible cinema – see Newlyn cinema and arts centre
- Book club?
- Well-being space for teenagers
- Arts and therapy

Ways of Working

- U3A is a large collection of people, ideas and energy

Public Transport

- 69 bus service needs to have a uniform timetable with live bus information stream
- We need a more integrated bus and train service at Severn Tunnel Junction

- Hopper bus service at train station

Transport and Movement

- Develop loop and links between bus and train station, bike hire shops, relationship to Brunel Quarter, onto Tidenham and Tintern etc
- Bulwark corner – stop right hand turn coming out

Bulwark/Larkfield Play and Youth Provision

- Improve Piggy’s Hill
- Make the skate park safer – more ramps, more room
- Make the play park bigger as well

Bulwark Shops

- Landowner issues and discussions
- Waste management
- State of carriageway and environment

Bulwark Facilities

- Develop a Together Works (Caldicot) in Bulwark – could this go into the MHA owned block at the shops
- Bulwark Community Centre improvements:
 - Visibility and signage
 - Outdoor space – wild play
 - Mini woodland walk
 - Internal improvements
- Create a connected series of small hubs:
 - Two Brewers
 - Burnt Barn way social club
 - Bulwark Community centre
 - Football club

- Rugby club
- Scouts
- St Marys RC Primary School
- Thornwell Primary School
- Pembroke Road Primary School

- Social/restaurant space
- Surgery
- Dentist
- Make Bulwark Community Centre more visible and within reach of Bulwark Rd – signage
- Develop better communication – local paper, digital and build on word of mouth

Others

- Station Rd recycling space

5. The Community Survey

The community survey generated 398 responses with 90% of these being online and the remainder being paper based returns.

Respondent by Type and Home Address

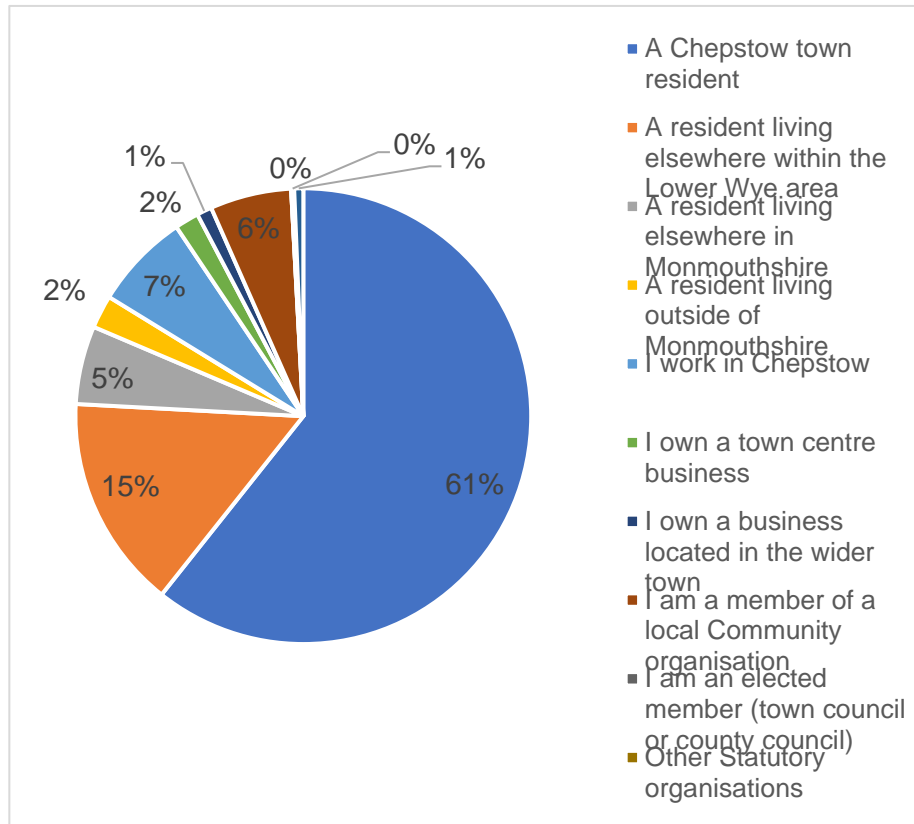
Figure 1 and Figure 2 shows the type of respondent who completed the survey. This question allowed people a multiple response choice.

61% of the respondents live in the town, with 15% living outside of the town in the lower Wye area, which supports the service centre role of the Chepstow within its wider rural hinterland.

7% of respondents work in the town, 6% work for other statutory organisations e.g., Welsh Government, local health board and 5% are residents living elsewhere in wider Monmouthshire.

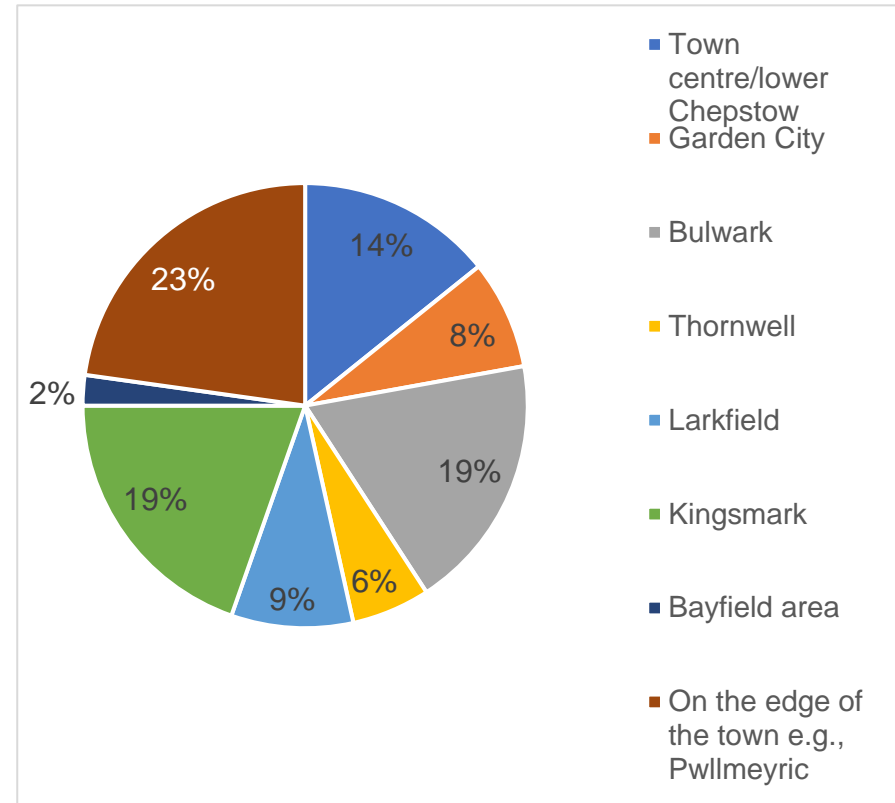
When asking those people who live in the town, the highest percentage (23%) live on the edge of the town in places like Mathern and Pwllmeyric, followed by 19% in Bulwark and Kingsmark, 14% in the town centre/lower Chepstow part and 9% from Larkfield.

Figure 1 - Type of Respondent



Source: Community Survey; N=398

Figure 2 - Where Respondents Live

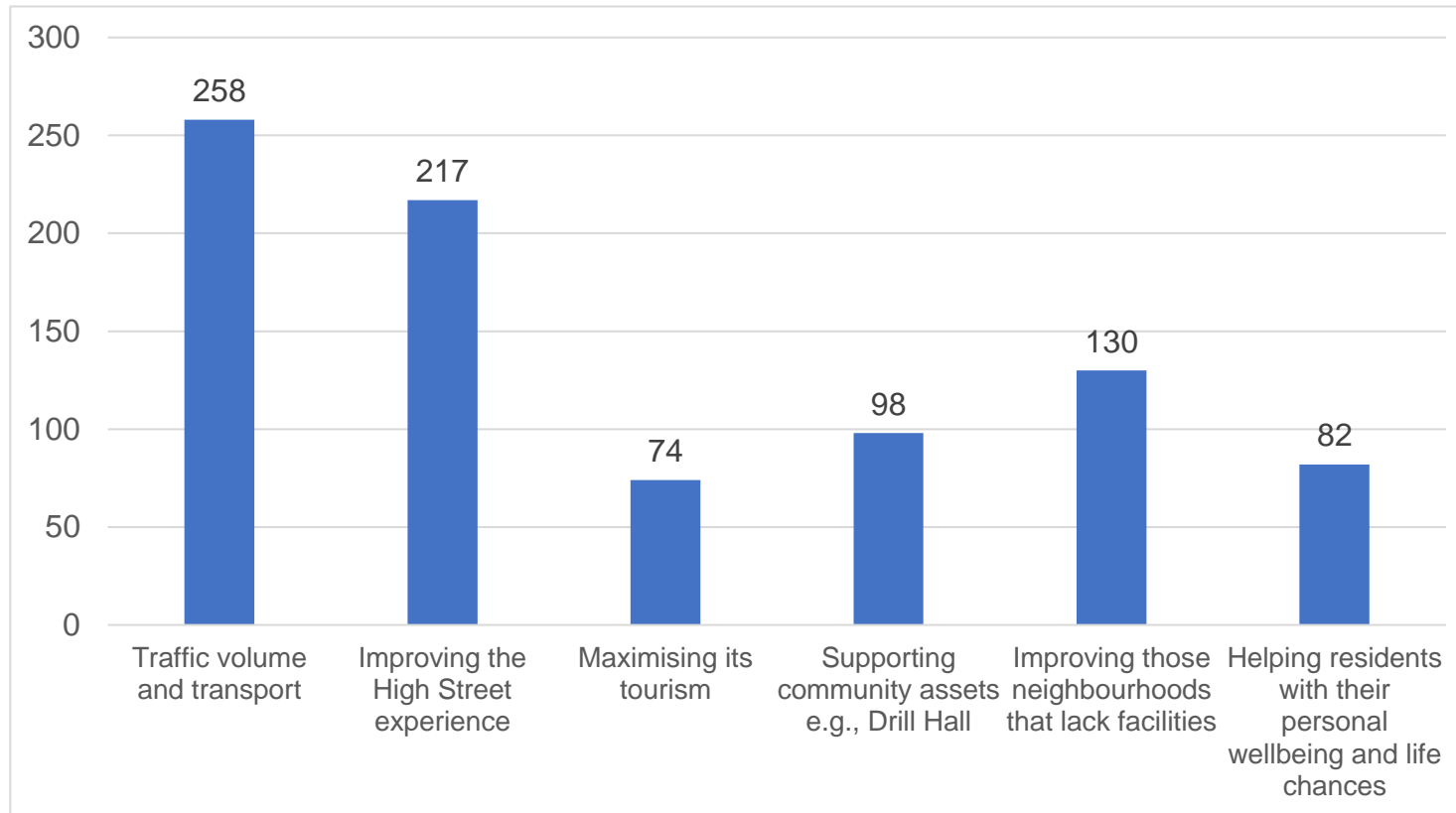


Source: Community Survey; N=316

Chepstow Today

Figure 3 indicates that 30% of respondents identify traffic volume and transport as one of the top challenges we need to address, followed by 25% want to see the High Street experience improved. 15% want to see the town’s neighbourhoods improved in terms of facilities and services. The lowest of the challenges seen as requiring attention is to maximise tourism (11%), which illustrates that the community wants to see investment in their quality of life, before looking towards the visitor offer and economy.

Figure 3 - How People Prioritise the Town's Challenges



Source: Community Survey; N=293

Is there any other issue or need we should be bearing in mind?

We have read and analysed the open response on this question and placed them into themes.

Infrastructure and Growth

- Huge increase in population since we moved here over 30 years ago. Lots more council tax and s160 from builders. Increase in facilities, improvements in infrastructure - NIL. Community hospital needs MIU urgently - local facility to reduce trips to Newport Gwent, Nevill Hall and Grange hospitals - all difficult to access by public transport."
- A long standing lack of investment in infrastructure has left the town tired, old and without identity. The Comp is run down, tired and not fit for purpose. The Leisure centre is too small and without sufficient offerings to service the community. Local traffic infrastructure is a joke, and we have the most polluted street in Wales in the A48. The solution is not cycling, it is better roading, junctions and improved public transport. We are a commuter town - to not cater for commuters is ignoring the true issue. EV charging coverage is very poor. Sports infrastructure for the wellbeing of the locals is abysmal. Football clubs are creaking, rugby club has 16 teams and 2 pitches, cricket club has to use a pitch in England, Athletic club does not have an athletics track, cycling tracks are not joined up, Archery has use of a shed and lease land from Athletic club, no Netball facilities, no 4G pitches, lack of lit pitches, pool is too small etc. You have an obligation under the Future Wellbeing Act to put in place decent sporting facilities."
- The volume of rubbish left around in certain areas e.g., Bulwark. The dire state of pavements and roads in all areas.
- "Inadequate infrastructure and facilities for the growing population through increase of housebuilding. There are still the same number of doctors' practices as there have been for over 30 years, not enough dentists, no A&E, no open police station, increasing traffic and major pinch-points that will only be solved by a by-pass. Need to work more closely with FOD as pressures from increased housing on Gloucestershire side of the river impact on all these services in Chepstow. Much better public transport provision, i.e., more regular buses and trains.
- There are so many issues which need addressing not just one. Firstly, there is now such scepticism felt by residents who have answered countless surveys and studies all to no avail. There have been so many missed opportunities, but the outcomes are always the same - no improved/new roads, no new facilities (unlike Monmouth and Abergavenny - why should this imbalance exist?). Some immediate improvements have to be introduced to reduce both the scepticism and sense of unfairness. Action no more surveys. Secondly restore Chepstow's previous identity. Chepstow once had a strong identity as a viable market town for residents and with a castle that appealed to tourists. Chepstow is no longer able make the most of those two attributes due to a dire lack of town plan planning and investment. Only adding new housing developments has been prioritised. Thirdly offering a defined central point. Most successful villages and towns are able to offer one central

point with adequate parking, modern bus and train stations served by good new road infrastructure. There has to be an end to adding new housing developments without any visible improvement for both residents and tourists to restore Chepstow to its former standing. Any new public buildings like a replacement/restoration of the Drill Hall, train station, bus station should have solar panels and the best insulation. Existing Green Belts should be maintained to ensure that surrounding villages are able to maintain their identities and that Chepstow does not continue to sprawl into the surrounding countryside. Any new roads should have a defined cycle path adjacent to it to minimise dependence on cars. Finally, the importance of having the hospital restored as a full Community Hospital. There should be a letter sent out to all residents asking for support in restoring the Hospital to its former status i.e., restore the number of beds and its identity as a minor injuries unit and to stop it being used for administrative staff who could be accommodated in plenty of currently empty offices. This is a waste of the resource.

- Maintaining the Green Belt to ensure that Chepstow maintains its own identity and villages like Mathern and Pwllmeyric are not incorporated into one large housing mass. Planners need to carefully think about what they are trying to achieve at Larkfield Roundabout. This is a critical area and by having both a Greggs and a Subway there has only served to exacerbate traffic problems. When retailers' contracts are renewed, they should be encouraged to use High Street premises. Resolving congestion in this area, preferably by improving the road system, should be of paramount importance. It would help if a large car park were to be constructed at the Train Station to accommodate more passengers to use either bus or train routes to access Bristol.
- Not enough facilities to support the amount of new houses
- The mistake of splitting the Chepstow town area, and then allowing Tesco to develop a site on the far side of that road has killed the town. Chepstow was once a local shopping hub, but now everyone goes elsewhere to do their shopping (Caldicot, Abergavenny.... even Lydney has a better shopping area)
- Planning has been a farce
- Promoting individual businesses and preventing clone town
- Providing free parking anywhere in Chepstow
- Connectivity to surrounding areas (Wye Valley, Forest of Dean etc)
- Identifying and promoting the identity of Chepstow, e.g., historic market town with a rich cultural calendar"
- Road congestion passing through from Gloucestershire and clear lack of any joined up thinking cross border on effect of new housing. Opportunities for growth in the town and investment. But not if people can get to it sensibly.
- Public transport to Bristol after 7pm

- Modifications to the existing A48 bypass.
- Make Tesco Traffic Lights a proper crossroads rather than the joke that it currently is.
- Ban the Right Turn into and out of Bulwark Corner.
- Widen all lanes on Larkfield Roundabout to permit traffic to go left / right or straight on without blocking one another. "
- Not enough facilities to support the amount of new houses
- Transport is absolutely key; commuting is a nightmare and further housing should not be considered without relief roads.
- Lack of affordable, decent housing with supporting infrastructure
- Better cross-border communication. No further approval of large housing estates until infrastructure adequately updated to cope. Better public transport connections to Bristol/Cardiff/Newport/Gloucester that are actually practical for residents commuting to work.
- Impact on town's infrastructure from house building in Gloucestershire
- There is a greater stress on local facilities such as doctors and dentists in the town. I welcome housing developments as there is such a vital need, but it feels as if the infrastructure and facilities have not been put in place to cope.

Housing

- Affordable housing. The amount of homeless that are housed in local pubs/hotel that need to be housed in appropriate accommodation.
- All new housing should be passive in nature reducing fuel bills and becoming a more resilient town.
- Stop building housing estates, it is ruining the area."
- Affordable housing and decent shops.
- More affordable rented accommodation locally.
- reasonably priced housing, employment other than minimum wage and part-time.
- Linking different communities in Chepstow together more
- Balancing the need for housing and interconnectivity against encroachment on rural experience (which aside from building people like living more isolated)

The Town Centre

- Shops should have hanging signs, colours of shop facades, all to be in keeping with historical Chepstow. Town Council should advertise for these types of shops with perhaps a rebate for 1st year...
- Car parking for town

- As i understand a lot of businesses have closed because they cannot afford the rent
- Yes. Car parks should be free on weekends always if you want locals and visitors to stay in Chepstow
- Quality, diversity and attractiveness of shops/businesses. Good pubs/eateries. Unless you need a haircut or bargain booze or low quality factory shop products; why come to Chepstow High Street - even the charity shops are closing. How to measure and gauge success.
- Stop parking in the High Street, particularly outside Greggs
- Take down shop fronts which are inappropriate for a medieval town e.g., Bargain Booze and the shop next door to the town arch. Totally out of place.
- Maintenance - town centre schemes where quality paving has been patched/replaced by tarmac or mismatching paving and general 'repairs' - need to consider the long term maintenance of 'improvement plans' better in future, including, when green spaces or planters in public spaces are installed, and then left. or signposts and other street furniture that needs ongoing maintenance. Keeping surfaces free of graffiti etc. This never seems to be taken into consideration. Capital funding is great for installation, but there needs to be ongoing revenue expenditure, and people, to stop the place looking neglected. And which Council is going to take on the future responsibility for this...? It really does need to be a properly considered and funded part of any scheme going forward.
- Turn a grim and tired Chepstow High Street into a bustling area for all aesthetically and commercially."
- Chepstow is a town which needs to further capitalise on its natural assets for economic benefit. It is surrounding by amazing walking (but no shops selling outdoor gear etc) and cycling routes (but no bike shops). Having chains will attract people to the town and spend in independent shops - it could really do with shops like H&M, Mountain Warehouse, Evans bikes, Halfords...Look at Abergavenny and Monmouth for inspiration. I don't want to go to Bristol to shop for outdoor clothing, shoes, clothes etc. For myself and children or particularly online. Would prefer to walk to do it
- Make parking free
- The focus and need to attract people from other areas has meant residence who have lived in Chepstow their whole lives now have to leave. The traffic is terrible, the town is full of charity shops and the house prices are ridiculous. There is no consideration for young people or affordable housing. It's all aimed at bringing in people from Bristol. I can't afford to rent and there's no way I will ever be able to buy.
- Car parks should have at least two hours free parking to attract people back to the high street and cafes/pubs.
- Redevelopment and improvement of Moor Street. Established businesses need support and empty properties require renovation.

- Enforce no parking in downtown areas e.g., Moor Street, Welsh Street, have it for High Street, lower Chepstow etc.
- Encouraging businesses into the town centre that will draw more people into the town to bring economic growth.
- Suggest 2 hour free parking in all MCC town car parks to encourage people to spend some time in the town - Marks & Spencer got the message on that since the Pandemic and by observation you can see the volume increasing in that car park. This is key to drawing more people into Chepstow"
- Looking at Chepstow as a place that straddles the border, and so working with Gloucestershire on many of these issues. e.g., tourism promotion, activities for young people, traffic.
- Most residents don't know which local authority is involved.
- The Planners need to do a proper review of all the buildings and get rid of all the tat and 1960s rubbish. Replan the High Street and fill it with viable businesses preferably without chain stores. Get rid of all the non-essential traffic and create places for people - encourage cycling and walking / tourism / commerce / festivals / events that ring real wealth into the town. No town ever grew rich on tea shops. Promote the things which matter to people - arts / music / fun / sport / family / beauty / vision. Ignore those who promote the use of cars. Get rid of ALL the ugly street signs / furniture / bins / signage / yellow lines / ugly lighting etc. and create a place of beauty. Fine building Owners if their buildings are empty - encourage them to update and make money again. In short, get some people in MCC with vision / enthusiasm / knowledge / positive mental attitude and energy. Use local architects and designers.
- Many fine buildings left to rot, so many lovely places left undeveloped or underused. The town has so many vibrant pubs/clubs/venues and natural assets yet there is no vision or creative will to capitalise on these.
- No one seems to have the commercial acumen to create wealth through tourism and business in MCC, instead preferring to let local businesses "chance their luck" often failing. The town is never going to grow and flourish with tea shops and weak businesses - Castell Roc / the Arts Week / music on the bandstand / and community activities like Fun Runs and sports events are the ones that attract 1,000s of people into the town and generate significant income. In short, there is no Grand Plan for Chepstow but hopefully one day this will change. There are plenty of Architects, designers and visionaries in Chepstow. MCC officers do not seem to have the vision or qualifications to do this on their own."
- Supporting artist and artist led community initiatives that cater to public involvement will bring interest and commerce.
- Making better use of the riverfront.
- As a keen traveller I often compare Chepstow with other similar sized towns throughout Europe. I have to say Chepstow comes close to the bottom of the pile. There is no buzz about the place on normal weekdays; there is no reason to go into town since it has so little to offer other than the numerous hairdressers, charity shops, coffee shops and estate agents.

Consequently, it is dead and there is no wonder that it does not attract new independent shops like the excellent Toytastic probably because rentals are so high. I don't buy the theory that we are too close to Bristol or Cardiff.

- French towns are thriving since they are keeping their banks, their independent shops etc. There are busy throughout the day and parking is free. I now go into M&S since parking is free. I can do all I need to do in town inside 30 mins because it has so little to offer. When I moved into the area some 25 years ago there was a buzz about the town, but the lifeblood has been squeezed from it. Abergavenny and even Monmouth are so much nicer."
- Please take action on the dangerous situation facing pedestrians using St Mary's Street for shopping. Vehicles continue to drive down the pedestrianised street because the movable traffic bollards never seem to be put in place during the prohibited traffic hours. There have been several "near misses" as customers step out of shops into the street, expecting it to be vehicle free. Why are these new bollards not used?
- Finding one central point to attract tourists and improved facilities for residents - this could be achieved by improving the areas round the Castle and the Drill Hall. Most successful villages and towns have a recognisable centre whereas in Chepstow everything is disorderly-the bus station far from the train station, the Drill Hall being dated and unappealing and in dire need of replacing, the High Street being decimated, and the road system having remained unchanged for decades and consequently incapable of answering the ever increasing flow of traffic. Chepstow lacks one definite identity whereas before it was a thriving market town with viable shops it is now a complete mess due to the lack of proper town planning. The only change has been to accept new housing developments without making any other interventions. It does cause residents to wonder who benefits from this ongoing lack of planning. So many opportunities have been missed to make Chepstow appealing to both residents and tourists - e.g., the area where the old Fairfield Mabey has been allocated to a new housing development which is a significant lost opportunity to provide a great central area where new parking, improved bus and train station and other facilities could have been created. This is a last opportunity to improve Chepstow.
- Improving the appearance of the shops and buildings on the High Street.
- Cost of parking which is driving away potential customers to the few shops that are left in town.
- Also, the cost of business rates is not encouraging small businesses to set up in the town. "
- Car parking to be free
- We've lived in Chepstow for 35 years and despite the rapidly expanding population, we have watched the town deteriorate. I have stopped walking down the Dell, it's a dump and depresses me.
- No reference to the bandstand area, that is already very popular in the summer,
- The toilets could do with being improved

- Littering/disorder caused by black bin bags being put out on incorrect days/dumped. Often seen at the bottom of Steep Street/Hardwick Terrace.
- Very degraded and unsightly awnings and advertising boards on Moor Street. Not a good advertisement to visitors entering town this way."
- Yes. Your master plan is full of imagery and words that suggest improving the quality of Chepstow by making it less dominated by cars and motor traffic. How do you reconcile these noble sentiments with the disastrous decision to reopen the High St to motor traffic. What a foolish decision this is already proving to be.
- Making the town more pedestrian friendly.
- It is not sensible to prioritise 3 as all need attention. Also, although there are headings what do they mean? There is such a lot of 'consultation' and very little action. Consultation must have cost a fortune. It was our Golden Wedding celebration recently and my friend who lived in Sedbury was distressed to see Chepstow now after many years. It used to be vibrant, bustling and attractive. In July it was empty, desolate with trees and planters and seats looking precarious and out of place. There should be a variety of attractive shops and parking should encourage people to visit and stay for a while. Now parking is hard to find, expensive and discouraging. Extra costs have recently been introduced so although you are trying to encourage visitors and residents to our High Street others in MonCC are doing the opposite. Ian walking the Cotswold Way and have spent money on Winchcombe, Dursley and Wotton under edge. It is difficult to find places to spend money in Chepstow. Just before the Jubilee in Winchcombe shopkeepers were so welcoming and helpful and it cost a £1 to park all day. 3 of us must have spent almost £200 that day including food. Chepstow must be more welcoming.
- The town is bisected by the A48 and needs to become ""whole"" again. Free parking in the Welsh Street car park and the Castle Car Park for two hours would encourage tourists and shoppers to visit the town. Bulwark is often forgotten when facilities in the town are discussed and should figure in the plans, such as are being put forward."
- Most people visit or move to Chepstow for its fantastic access to the outdoors and countryside, yet Chepstow town doesn't reflect/make the most of this at all. There is none of this identity reflected in the shops on the High Street and it's a pretty grey town centre for somewhere so close to beautiful scenery. Families don't want to go to Bristol/Cardiff for the shops and experiences but there's nothing to come to in Chepstow! No climbing wall, crap parks, a crap skate park, a rubbish swimming pool for kids, no outdoor clothes/gear shops, no real kids' clothes or shoe shops, very few kid friendly eateries, no ice cream parlour, no kids film showings... Nothing to keep families in the town and spending money. It's obvious what Chepstow needs, we're just waiting for the council to keep up!
- Removal of traffic from high street except for those with accessibility needs

- Free business rates
- "The Town Centre has had its heart ripped out of it. Whilst all High Streets have suffered, Chepstow has become more of a wasteland. A town cannot survive on charity shops and a fortnightly Street Market (which does nothing for tax paying shop owners). Whilst the cycle of running down goes around between Monmouth, Abergavenny and Chepstow, Chepstow is looking pretty poor these days. Pubs are shutting, and an over reliance on seasonal tourism means the local economy is unsustainable. The traffic through the centre of Chepstow is almost back to pre-COVID levels - so encouraging Bristol incomers is possibly not the way forward. A focus on eco-transport may be a distraction. Chepstow is built on a hillside, and the train service is still poor.
- Regenerate the quayside and improve transport links - a bypass would enable the centre to recover.
- Chepstow is turning into a less effective Thornbury."
- Even with regard to the market, the assumption is that it should continue on a Sunday, with a street closure and minimal interaction with other aspects of the local economy. Why not hold it on a Saturday with stalls confined to the pedestrianized spaces (such as the paved space adjacent to Bank Street, the paved area between Bank Street and High Street, the smaller paved area outside The White Lion and La Place de Cormeilles."
- We live in the town and the noise from the White Lion on some weekends is unbearable. Please ask venues to be considerate of neighbours
- Rejuvenation of town centre; a lick of paint and roof top sweeded! I was sad to see this in the proposal"
- "There's nowhere to buy clothing for children at an affordable price. If I need something urgently for my children for school / uniforms / costumes etc, I drive to Cribbs or Newport.
- "Really need better shops, a next, Debenhams, a store that would provide something for everyone that covers, clothes, homeward etc.
- Bring back Hoggin the bridge to Chepstow and more evens in The Dell Park"
- Communities such as North Street in Bristol should be used as a model as to how to regenerate the high street. Supporting local and new businesses, attracting new businesses to the centre and encouraging community to engage with and spend money locally.
- "Cleaning of streets. Some streets in Chepstow need to be cleaned up, weeded & a general tidied up, pavements jet washed.
- Some buildings need some attention to be maintained & brightened up, in order to look more attractive.

- The bus station is very dirty, scruffy & unattractive to residents & visitors. If it is re designed, it could be much better.... But it will need to be kept clean & well maintained."
- The significant number of sleeping policemen/speed bumps in the Bulwark area. Needs to be rethought.
- Chepstow is being designed with small town mentality with a lack of imagination.
- You need to look at wider areas! For example - the regeneration of Newport market! Completely changed that whole area of Newport with a fresh look, good venue and lovely small food eatery and shops - rammed from Wednesday- Sunday with people looking for a good experience "
- Car parking should be free to attract people to use the high street.
- Rates need reducing to attract new shops not having empty premise.
- Old bank to be indoor market and street food
- High powered fast electric car chargers in car park at top of town and castle car park, we have an electric car when we charge in other areas of the country we walk and spend money local to the charge point. Chargers would pull off motorway to use
- Shops are closing Chepstow hight st is dying off the council needs to help businesses
- Parking. If people could park for free for 2 hours, I think more people would use Chepstow Town. People would meet friends for coffee and a catch up then have a browse if they could park for free for those 2 hours. Although if it was free all day all the spaces would be taken by the people who work in Chepstow.
- Clean the streets and pavements, I am ashamed to bring visitors to the town. The litter seems to be on the agenda
- Car parking rates should be lowered. Monmouth is so much cheaper.

Tourism and Visitors

- The town must be needful of what a tourist would expect to find. Part of the town identity should relate to the historical nature of Chepstow - antique shops, shops, clocks, ironmongery, etc. The other historic options should be about modern deli - modern wine - upmarket shops for locals.
- Make lower Chepstow tourist friendly - make it people only
- Maximising tourism will, in my opinion, only happen when the volume of through traffic reduces with the building of a bypass.

Neighbourhood Focus

- Don't tart up Chepstow town and forget its suburbs. Bulwark is as bad as many third world towns. John Huntly will be turning in his grave.

- Bulwark. The scheme to coordinate with the relocated Aldi store in Bulwark is incomprehensible. There is no Aldi store in Bulwark and there is no proposal for a relocated Aldi store.
- It is of great concern that such reports reflect the degree of research and are to be used to inform proposals for forward public expenditure. The major worry here is that money will be wasted on tinkering around with plans to enhance the environs and there will be nothing left in the purse to take action after the by-pass construction.
- Bulwark shops area needs updating to attract more to people to shop with better shops."
- There are no gp surgeries in South Chepstow and only one pharmacy, creating health inequalities in the built environment.
- "Bulwark Shops!!!
- Please note that in the list of areas in Chepstow that I live in you do not mention any areas on the 'wrong' side of the A466. I live on the Bayfields/Barnet's Wood/Woolpitch Wood Estate (it doesn't even have a name!). There is also Edmund Lockhart Court and St Lawrence Park. This is indicative of an issue that doesn't appear to be addressed anywhere in the plan.
- Nothing mentioned re car parking by Bulwark shops-turning it into a high street or whatever will just cause more traffic problems elsewhere. Need disabled parking too
- The significant number of sleeping policemen/speed bumps in the Bulwark area. Needs to be rethought.
- Bulwark shops need updating

Accessibility

- Provide more disabled parking spaces please
- Accessible pavements and room for those with mobility aids.

Transport and Movement

- Improving train services and making Chepstow station platforms accessible
- Public transport access to larger employment areas i.e., takes 1.5 hours on a bus to Bristol for work.
- The most important factor in improving the quality-of-life for the people of Chepstow will be the provision of a bypass
- "Improved infrastructure - road improvement, traffic management should be high priority. Increasing public transport, job on hop off buses will not help with the volume of commuters since removal of bridge tolls / migration of Bristol people as a result. "
- Having read the report, I am of the opinion that no more resource should be put into Placemaking or town Masterplanning until the by-pass has been built and we are able to see a truer picture of life in Chepstow. After this road construction it will be possible to identify and enable practical and meaningful Placemaking.

- Congestion is awful due to the lack of a bypass. The opening of the town arch has greatly improved this and shortened journeys for residents, as well as making the centre accessible. Do not close the centre again. "
- Improve the High Beech roundabout traffic flow.
- Traffic, road safety and public transport provision are the most important issues, because the community is gridlocked at times of day when people need to get to/from work and to extracurricular activities and shops.
- Traffic is the dominant issue in Chepstow, but this doesn't seem to have been addressed in the Plan. "
- Traffic is hideous in Chepstow – unbearable.
- Bridge and traffic congestion is unbearable
- The A48 through road is killing Chepstow. Either close the road bridge across the Wye (not very practical) or build a by-pass so that traffic with no intention of stopping at Chepstow can easily progress on a suitable road. With this traffic burden released from the town, there is every chance that Chepstow can become a destination for visitors and local people can benefit from a pleasant environment. For too long the County Council have muddled by from day to day with no real effort to address the basic problem of having the busy A48 bisecting the town. Twiddling with speed limits, cycle routes, planting flowers and opening coffee shops will never have a positive impact on the lives of Chepstow residents and visitors.
- Talking about a by-pass and seeking interim solutions to perceived problems will not cut any mustard with the ratepayers of Chepstow. A timetable for construction will give hope and certainty to all affected by the choking effect of the road. In the meantime, it would be of some relief to all if the High Street was returned to two way through traffic reinstating the alternative routes for local traffic. A bypass is the solution to many congestion and safety problems within the town.
- Build it and they will come. The County Council should not hide behind the excuse that money cannot be spent on Chepstow because that would be unfair to Monmouth and Abergavenny. Nor should the Welsh Labour Government's contentment with the road building in Cardiff and subsequent refusal to consider road building elsewhere be used as an excuse not to go ahead with this vital project.
- The lack of on-street electric car chargers where residents don't have access to home charging solutions.
- Traffic on slip road from High Beech roundabout to Severn bridge is bumper to bumper from 6-15am to 9am on Wednesdays. Also, traffic is tail back to Thornwell School to get out.
- Lack of dog waste bins by the bus station.
- The heavy traffic on the A 48 psychologically cuts off this side of the town from the centre the other side of the road. "
- Infrastructure - road improvements to address appalling traffic congestion issues

- We urgently need a Chepstow by-pass road. I live 3 miles from the town centre and used to go there for all my shopping, but I avoid going there nowadays because I hate sitting in a queue of traffic for 45 minutes and then having to negotiate Larkfield roundabout which is often more like a car park than a roundabout in recent years. Frankly, I can nip on a train to Cardiff to do my shopping in the time it takes to get to Chepstow.
- I don't think cycling on the A48 is safe. Buses around here are few and far-between. When people are going to the supermarket to do a big shop, the easiest and most convenient way to get your shopping home is by car. I hope that none of the proposed improvements will make it more difficult to get in and out of Tesco car park at the busiest times, such as around Christmas, than it is already."
- Public transport from outlying villages e.g., Tintern,
- Car-traffic is the main issue. As well as a lack of support for businesses in town.
- The speed of traffic on Hardwick Avenue. This road has footpath access links to the Welsh coastal path and lots of children walk to and from school. Speed bumps are required.
- Poor transport links to where everyone works (Bristol, predominantly) mean traffic is silly. For some reason efforts so far have focused on increasing traffic capacity rather than reducing demand.
- Join Tesco's to town centre
- Improve traffic flows in town and at High Beech roundabout
- Provide a dedicated right turn lane at Larkfield Garage/ Greggs commercial zone to free roundabout
- Traffic is becoming more of an issue and i struggle to get to work because of it, 2 main roads through to Larkfield, and only one main road through town.
- It's a saver they opened the high street again.
- Wasting lots and lots of money, for example removing a fully working crossing near costa then replaced it with a worse one,
- Then trying to make the road look nicer by putting stupid plant pots, which looked so out of the way.
- There is no thought for the residents or businesses, as building prices are rising, more businesses are having to close, and it's a shame, because Chepstow was once lovely until the council got involved, start thinking of residents who live here with proper opinions other than yourself and money."
- Related to traffic volume and transport - I just did not see reference to public transport (train and bus services out of Chepstow) in the plans. For me that is the key for improving the volume of traffic. Reliable and regular public transport to Bristol etc would take me off the road. Unfortunately, current options are not ideal (I do get train and T7 bus when I can, but timings and price are often a factor by which I go by car instead)

- Access and safety- with a small baby in a pram there are many areas/ road crossings (such as from Garden city over the A48) which are unsafe and make us less likely to want to walk into and enjoy the town
- We desperately need the link road that was once proposed. Traffic is awful in Chepstow, especially during rush hour.
- So much better now the high street is open to traffic. No more backed up to top of Welsh street or up by marks and Spencer’s best decision.
- A48 congestion and also Forest of Dean plans to build an extra 600 houses around Beachley. Especially following recent years 4 new developments around Tutshill and Wyedean!
- You should work more closely with Gloucestershire County Council/Forest of Dean District Council - communities in Tutshill and Sedbury regard Chepstow as their nearest town too irrespective of the border. It would make sense to improve the active travel routes to these areas e.g., the path that cuts down through middle of Casteford Hill. This could be promoted more like a nature trail if tidied up a bit. I use it regularly and have seen slow worms, frogs, shrews, bats and various birds. It is steep of course, but good exercise and better than driving into town. I understand that due to the border this will probably be out of scope of this consultation, but Tutshill residents use Chepstow services and cause traffic.
- English housing overloading Chepstow's roads
- Traffic is a joke. That’s what you should be sorting out
- "Public transport links to Bristol. The train station is a great asset but underused due to lack of direct links to Bristol. Commuting by car would decrease dramatically if there were commuter trains specifically in the week to get people back and for to work without having to change at Severn Tunnel junction for long periods of time with no facilities.
- On the weekend and during the day there can be long waits of up to an hour at Severn Tunnel for the connection to Chepstow. This is not good enough when this could be serving the town by reducing pollution and congestion and improving tourist links to the town.
- Lack of regular transport on the outskirts of Chepstow i.e., to Tutshill. Too many new developments without the necessary infrastructure.
- Traffic
- The town clearly needs a proper bypass not piecemeal measures that are solely designed to remove car use from what is essentially a rural area.
- Public transport. Buses going to railway station and connecting with trains
- Sort out the daily crazy traffic queues, it’s all negative on social media. The history of the town has been swept away by building these flats and houses on the riverside and shipyard site.

- Yes, we need better public transport. It's appalling
- "A lack of safe and pleasant walking routes.
- No traffic lights / pedestrian crossings on Hardwick Hill.
- No care or interest in tackling noise pollution caused by backfiring cars with illegal exhausts."
- public transport to and from outlying villages to enable easier access to town for leisure and social activities
- Pollution
- Traffic is killing the town, why are we so poorly served by rail?
- Yes - the high pollution levels on Hardwick hill and the necessity for a bypass. The town infrastructure doesn't support the evolution of Chepstow as an expanding town and a bypass is urgently required.
- commuting traffic is a nightmare
- Improving public transport from Tesco's to Chepstow Bus Station & ensure that users know about the services.
- A bypass. and then the challenge of traffic volume won't be relevant. and so, community assets can be elevated.

Active Travel

- Enhancements and improvements to support active travel to further encourage walking, cycling and the use of public transport.
- The railway tunnel at the bottom of Hardwick Avenue has never previously provided a link to lower Chepstow or the riverside. Therefore, it is incorrect to state that it may be restored.
- Safe walking routes
- Preserve and conserve Chepstow Bridge by pedestrianising it.
- Cycle lanes
- Active travel infrastructure - making the town easy and safe to get around by bike (I know the gradients are challenging but surely a zig-zag route can deal with this?)
- Improve the walkways between Chepstow and Sedbury to reduce need for people to drive in. Roadside path over A48 bridge is covered with grit and sand. Need to wear glasses to protect eyes. This route is used daily by numerous school children.
- Why have St Mary's school been omitted from any plans?
- Safety of children and pedestrians on dangerous roads made worse by frustrated drivers.
- Illegal parking in close proximity to the dell school at drop off and pick up times.

- Really strong walking / cycling links within the community. Especially to create routes away from existing fast roads
- Many walking tourists use this hill and visit the wall. Residents from Bulwark and Garden City frequently use this route as a short cut.
- A couple of park benches each side on the grass verges might be useful.
- Secondly, the steep lower part of the street is in need of repair and unattractive often with bottle necks.
- Poor off road cycle routes (or cycle lanes) into Chepstow from nearby towns and villages

Employment

- There was little in the plan on maximising employment opportunities locally and making sure local people have the opportunity and skills to access opportunities.
- Broadly, encouraging local young people to stay or to return (after education) to the area. This is not an easy thing to tackle but I think it's important that the town retail/leisure/work offering facilitates this, as it's crucial to the long term health of the town. Lots of other Monmouthshire towns are struggling because young people cannot / do not want to remain in their hometown, and the increasing average age is putting great strain on the community and local services.
- Local employment for people so encouraging less need for travel, I.E low cost office space, reduced costs for industrial unit.
- The plan is limited on ambition to improve transport links and energy efficiency. If vast sums are to be spent on the town would it not be better upgrading the infrastructure.
- Making Chepstow attractive to quality business/employers that want to invest and partner with the community

Local Facilities

- More could be done to improve facilities for the older generation, particularly for men in their 70s/80s. Meeting places, clubs, day trips etc.
- Spreading the load of leisure activities around the town and not concentrating on just Riverside.
- A central hub for people to come together to share their interests and support each other like the Together works project in Caldicot
- We need a Chepstow minor injuries unit and decent out of hours doctors / dentists now there's more young families...Newport, Abergavenny, etc. too fair to drive with a small child at 2am.
- The town's cultural offer - particularly around the arts.
- Sports facilities - totally overlooked.
- Swimming pool and leisure centre is too small.

- No athletics track.
- Athletics/cricket club needs more investment.
- Football teams oversubscribed and no real home.
- Work with government to improve access to NHS Dentists and Minor Injuries Unit at Hospital
- Increasing GP Services and healthcare. Having minor Injuries Unit in Chepstow itself

Greening and Biodiversity

- Improving biodiversity. Steps already taken e.g.; rewilding of small green spaces have increased a general sense of wellbeing "the natural environment the Dell/ Garden City Woods"
- Planting trees and other greenery to blend Chepstow into its surrounding area.
- Prioritising the protection and development of green spaces for the well-being of all care of the elderly and care for their carers in the light of the current strain on social services and the NHS. Loneliness is a serious issue."
- The environment really matters for the future of all so it should be a top priority to preserve and develop green space
- "Tidying all areas so it looks better. Remove old signs such as new housing estate/ new road layout. They have been there years. Plant trees behind the high street between the service road and main road. It looks horrible as you drive down the A48 towards/from Tesco.
- Biodiversity and green space. Elements that help the climate campaign.

Sustainable Towns

- The plans seem to assume that life is going to carry on in its familiar patterns, ignoring the threats facing our electricity and water supplies, food security and every other aspect of resilience. Such an approach is short-sighted and unjustifiably optimistic. We need to take steps towards developing microgrids to generate, store and distribute electricity at the most local level, weaning ourselves off grid-dependency. We need to do something similar for local water capture, filtration, storage and distribution, reducing our dependence on the water companies. We also need to tackle the issues of waste management, reducing our reliance upon the sewage system.
- Localization of food production and distribution is also essential. Approaches might include the development of local high-rise hydroponic systems and the encouragement of vertical growing.
- Even more urgently, we need to relieve the stress on our rivers. A few years ago, the Wye was just about the least polluted river in the UK, but right now it's less than two years away from irreversible collapse.

- Something also needs to be done about the declining biodiversity. I've noticed that in my neighbourhood (in garden city) the newer house-buyers are almost universally blocking off the remaining wildlife corridor, placing increasing stress on hedgehogs, amphibians, reptiles and other ground-dwelling groups. This is a disaster, and steps need to be introduced to open up, develop and connect stretches of wildlife corridor. At the same time, we need laws to ban the toxification of the environment through the profligate use of weedkillers, insecticides, rodent poisons, etc.
- We could be developing a shock-absorbing community. Instead, the report focuses on trivia.

Young People

- Attractions for young people
- Play areas for children.
- Safeguarding all play areas by fencing them in as in the Dell.
- Facilities for young people, to both support them and to help combat antisocial behaviour.
- Facilities for children and young people - especially spaces for teenage girls. The Friends of the Dell Park group, to their undying credit, have been plugging away for years against enormous odds but where is the public investment in spaces for children and families?
- The children of Chepstow seemed to be left out. There needs to be on going activities, somewhere that children of all ages can attend for a small fee or free. We constantly see posts about children's behaviour in and around Chepstow, now we need to hear some positive posts. There are a lot of empty churches, community centres that cater more for adults. Let's see the council get off their backsides and do more in the community with the children.
- Extra-curricular activities for children and youth: soft play, bowling, classes, opportunities for them. "
- Children and young people need facilities.
- Outdoor paddling pool

Community Safety

- Massive drug problem in Chepstow. More police needed and action taken against known activity. I.e.. Alice crescent
- Amount of drug dealing visibly going on in the area needs to be dealt with. "
- Stopping racism. Improving community cohesion and promoting diversity.

Partnership Working

- Partnership is fine but is often reliant on volunteers and many voluntary organisations are nearing burnout, also ageing. They need support.
- Need to engage business community
- A confirmation from Monmouthshire County Council that funds that will be made available to bring any plan to fruition. The total figure (£'s) of such funds to be allocated and a written timescale on when the funds will be made available."
- The council of Chepstow and Monmouthshire have no care for the people in Chepstow. All they care about is money, and houses.
- The main focus should be pushing funding into institutions. The lack of primary and secondary schools has been made evermore apparent as covid has made commuter towns so attractive for those wanting to escape the city and or work from home. There is a huge need for a new GP's office/dentists etc. If the residents of the town cannot be provided for how a town is supposed to flourish. It must be taken seriously how attractive Chepstow is for commuters from Bristol.
- Communication to communities. So many new people to town and surrounding area. There is not one easily accessible source point to find out any information

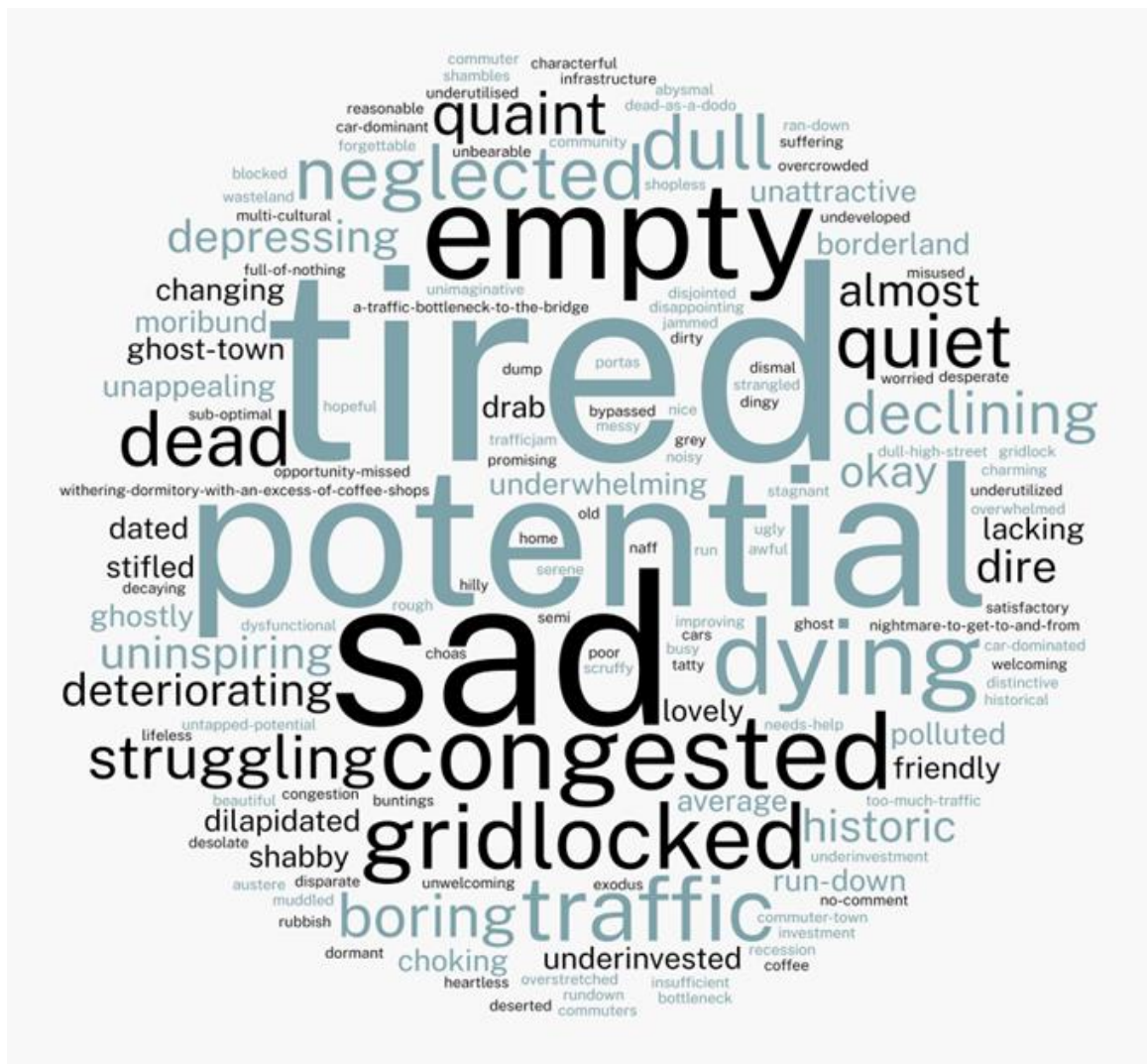
Other

- Those options above are not representative of the top issues facing Chepstow.
- All of the above are important but the poor traffic situation, degeneration of high street & community assets have a knock on effect on other aspects.
- I notice that the residential area on School Hill and business area on the lower part of the hill are omitted.
- You've not included Tutshill and Sedbury in your plan which is disappointing for a border town. We may 'reside outside Monmouthshire' but we live less than a mile from Chepstow Castle and have a great interest in improving our local area
- We just moved here from Bristol and we're so sad we did, dying town, feels very "chavvy" and unsafe. No after school provisions for Thornwell school. Very bad.
- Please can we have blue, purple and food recycling bags available in more locations than just the library. It was useful during lockdown when we could collect them at Lidl and Tesco Express

Chepstow Now

Figure 4 indicates where people see Chepstow now as a place with "tired", "potential" and "sad" being the dominant words.

Figure 4 - One Word that Describes Chepstow Now



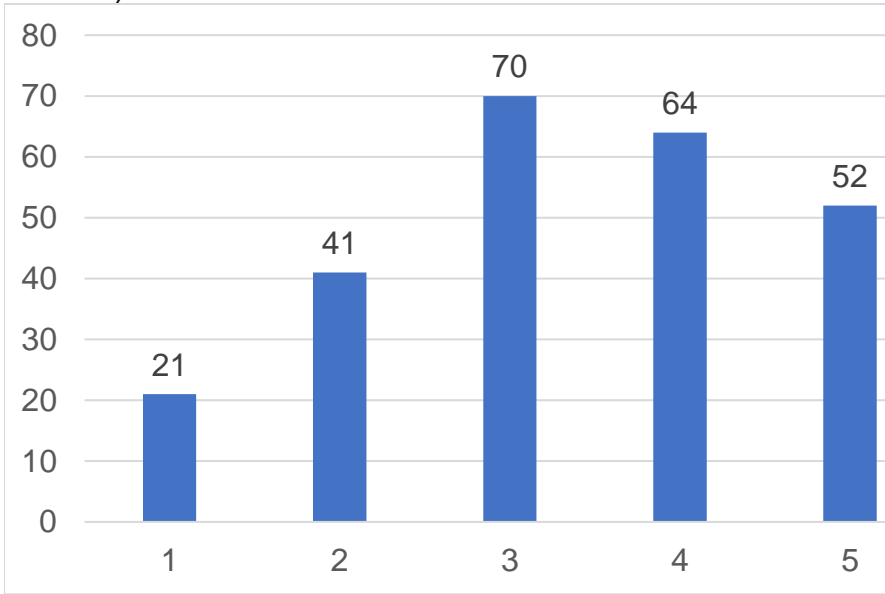
Source: Community Survey; N=281

Proposed Town Vision

Figure 5 shows how people rate the proposed town vision which is *“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being”*.

75% of people rate the vision as being 3 stars and above with 21% rating it as 5 stars.

Figure 5 - How People Rate the Proposed Town Vision (1 to 5 stars)



Source: Community Survey; N=248

Additional Feedback on Vision

A range of comments were made on the Vision, with some extracts provided here:

- The town centre lets the whole vision down
- No mention of appeal and accessibility for tourists and visitors. Used to be busloads of visitors from Valleys and Bristol and further afield to visit attractive small town with fantastic castle and an array of interesting and independent shops. No longer applies.
- Chepstow is much more than just local people. Our geography and heritage means that you hear a great diversity of accents on the High Street. Its one reason why I've loved growing up here.
- I think most people think Chepstow is a great place...its the businesses and visitor part that's key and needs prioritising. Chepstow needs to become a special place to visit to get badly needed revenue. Not sure if well connected neighbourhoods or well-being services are so critical for most residents.
- Include a statement on Chepstow's green agenda
- Missing importance of community belonging - clubs, groups, meeting spaces. "
- It takes more than street furniture or similar such hardware to achieve this vision. Encouraging businesses /retail /local enterprise etc to the town centre needs changes to rates etc to increase viability, and perhaps a more proactive approach to allow businesses to try out whether they are viable with short term lease opportunities or small units which the council might support...
- Chepstow is a fantastic potential staycation location and Active Travel destination. More could be made of the many national walks which start on Chepstow (Offa's Dyke, Welsh Coastal Path, Wye Valley Walk), potential Harry Potter Trail, caving with one of the best caving networks under Piercefield, climbing and the potential climbing wall in St Mary's Church, the historic nature of the Town with its Castle, Museum, walled town, port and ship building. The many festivals, racecourse, galleries, Market and many firsts as a gateway to Wales, first town in the UK to go single use plastic bag free, first plastic free town in South Wales, first town in Wales to have a Sustainable Transport Plan.
- Chepstow could be an active travel location implementing the Town's Sustainable Transport Plan (the first in Wales) and linking to national paths that start in Chepstow (Welsh Coastal Path, Offa's Dyke, Wye Valley Walk, local climbing experiences (and development of a climbing wall in St Mary's Church), caving - under Piercefield is one of the most spectacular caving systems in the UK, creation of a Harry Potter Trail, playing more on the local heritage making Chepstow a staycation destination feeding festivals, events and markets increasing footfall for local businesses. Developing a distinctive shop front style (such as Bath) enhancing the town centre.

Improve neighbourhood connection with 80% of children getting to school using active travel.

- Fails to identify any means of addressing and resolving traffic and transport issues, particularly the problems of severance and congestion resulting from the current A48. Many residents find it difficult to access the town centre by foot, car, or any other means. A partial solution would be to restrict the A48 to local traffic, but this would require the completion of the bypass and bridge at Thornwell/Sedbury. Without such major investment Chepstow will not become "accessible and distinctive".
- It lacks clear reference to the environment
- Your proposals do not appear to address concerns of locals. Improved infrastructure - roads, traffic management, schools, drs, dentist
- The vision is flawed. This whole presentation needs consideration after the construction of Chepstow by-pass.
- You need to reflect what residents tell you in your decisions. It's not up to you, it's up to us. Your job is to make it workable.
- Where is the funding coming for the MCC vision and would more direct help for families & individuals struggling with current economic conditions by targeting funding to support more community based projects to help people in these times such as community lunch clubs, warm places to meet over a hot drink and additional funding for volunteer groups such as foodbank / community fridge etc.

- Chepstow needs a Grand Vision and a 3/5 /10 year Masterplan based on commercial reality. Planning needs to stop being reactive and start being proactive and less negative to new ideas and development. I personally don't think anyone in MCC has an imagination at all!
- MCC have somehow managed to take a town with huge potential and change it into somewhere with ugly eyesores, horrible 1960s blight, too many empty rotting building, too many missed opportunities, a narrow range of low-income businesses and a total lack of vision or creative wealth creation. Planning policy is poor and reactive, highways policy confused and rather naive and tourism not supported as it should be. Bring money into the town via special events and invest it in great design using local architects and designers!
- It is an exciting vision, which I very much hope will be successful in receiving funding from the Welsh Government. Chepstow has been long neglected for funding. The proposals on show at the Palmer Centre were very inspiring.
- Chepstow is ""the gateway"" to the wye valley, but the river is not used for any economic benefit in Chepstow. And other tourist features; the old wye valley railway route, or river walk is not capitalised. There are loads of cyclist in Chepstow on a weekend. yet there is no cycle shop or rental available. or other outdoor tourist services to make Chepstow a base for travelling up the wye

- Think it would be good to have a unifying theme such as The Wye Valley Producers Town - Gateway to Wye Valley and encourage local producers to take up empty shops. Also, would be good to have guidelines about what shop frontages look like to have a more pleasing, cohesive aesthetic e.g., Bragin Booze looks out of keeping with tone of street
- Disagree with the focus on tourism at this stage - focus should be on making this a great place to live and work.
- There's nothing in there to disagree with, but it could apply to any small-to-medium sized town anywhere. Is there space for something that is a bit more Chepstow-specific? Something about the town's particular place right on the border between England and Wales? Something about the exceptional local natural environment, the town's history, but also, it's track-record of being quirky and at the cutting edge of modern social movements?
- "The vision is great, but I think some key principles should be adopted across the proposals to ensure the priority of active travel and public transport over cars:
 - Think this is super encouraging and I truly hope it happens. Such a beautiful town, steeped in history and with so much potential. It is a shame that it currently is as empty and left as it is. We need some high street brands in Chepstow to encourage trade and the younger generation. So much potential!!!
- The vision is fine if it is supported by investors and also the local and county council! Such consideration to

parking charges for example which have go up over 200% which would cause anyone investing in Chepstow concern as there could be no foot fall due to high parking charges!

- It should read residents and communities. The communities that use Chepstow as their hub also help Chepstow prosper
- Agree with aims but to date none of the actions by the councils have meaningfully supported the vision

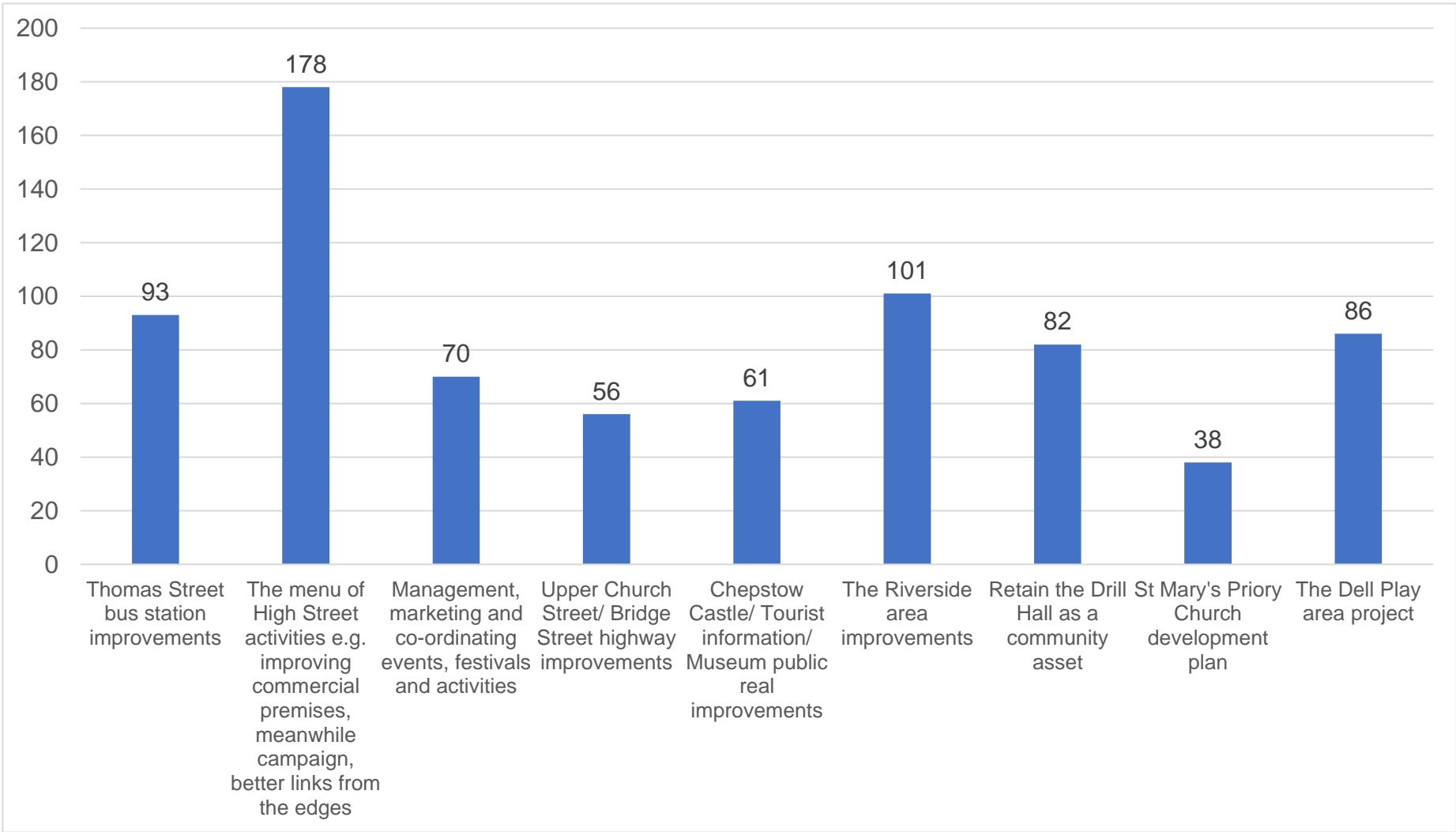
Town Centre Proposals

Figure 6 illustrates where people see the priorities when reviewing the town centre proposals.

23% of respondents rate the menu of High Street activities as the highest priority, followed by improvements to the Riverside area (13%), Thomas Street bus station (12%) and then by the Dell Play area project at 11%.

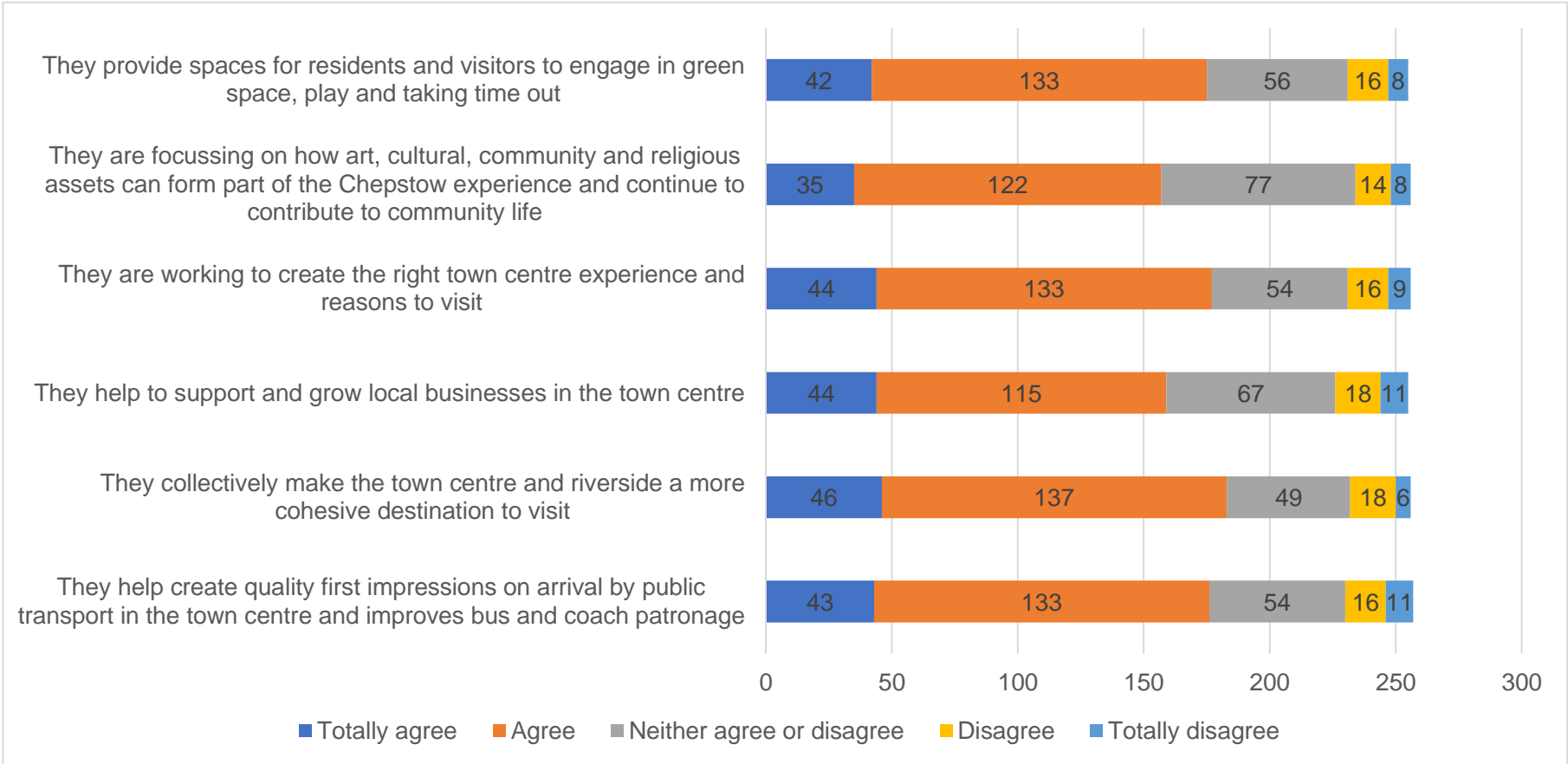
Figure 7 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to create the right town centre experience and reason to visit, in addition to them collectively make the town centre and riverside a more cohesive destination to visit.

Figure 6 - How People Prioritise the Town Centre Proposals



Source: Community Survey; N=256

Figure 7 - To what extent do you agree with the following statements on the proposals?



Source: Community Survey; N=258

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Key is good independent shops; encourage landlords to reduce rents/smaller units/update to living accommodation above.
- More "run around" minibuses to connect town centre with outlying estates for people with poor mobility, heavy shopping, babies and toddlers etc
- What about creating a modern new space in the centre of town to attract people?
- What about linking with regional attractions (Wye, Tintern, Monmouth, Piercefield House etc."
- Close from the High Street/Upper Church Street to traffic except at commute times or in case of emergency/road blockage on a48.
- Please consider the music community in the town. It's important for how the town speaks for itself.
- Tidiness - make the place look ultra-attractive and keep it maintained
- Other towns have adopted more pro-active and innovatory approaches to the empty shop syndrome - look at these and see what can be learnt and tried in Chepstow. "
- The development of Chepstow library as a theatre and cinema in evenings with parking nearby and the addition of secure bike parking.
- Chepstow town centre is changing with experiences and services becoming more prevalent - therapies, coffee shops, hairdressers, Sunday Market, nail bars, restaurants - often these require small shop units to start up so it would be beneficial to split empty larger shops to populate with smaller start-ups.
- Chepstow has a plethora of sports clubs (Athletics, Archery, Boxing, Cricket, Football, Rugby, Tennis...) which involve a lot of young people but there appears to be little linkup with the Town Council and inclusion in future plans. "
- As before - Chepstow is a town which needs to further capitalise on its natural assets for economic benefit. It is surrounded by amazing walking (but no shops selling outdoor gear etc) and cycling routes (but no bike shops). Having chains will attract people to the town and spend in independent shops - it could really do with shops like H&M, Mountain Warehouse, Evans bikes, Halfords...Look at Abergavenny and Monmouth for inspiration. I don't want to go to Bristol to shop for outdoor clothing, shoes, clothes etc. For myself and children or particularly online. Would prefer to walk to do it
- Need one-way system in High Street, with 20 mph speed limit throughout town centre, more crossing places, environmental improvements, better use of open spaces, and more parking provision.
- Support improved bus station at Thomas St (rather than recent poorly thought-out proposals for ""hub"" at railway station), but with better connections between the two.

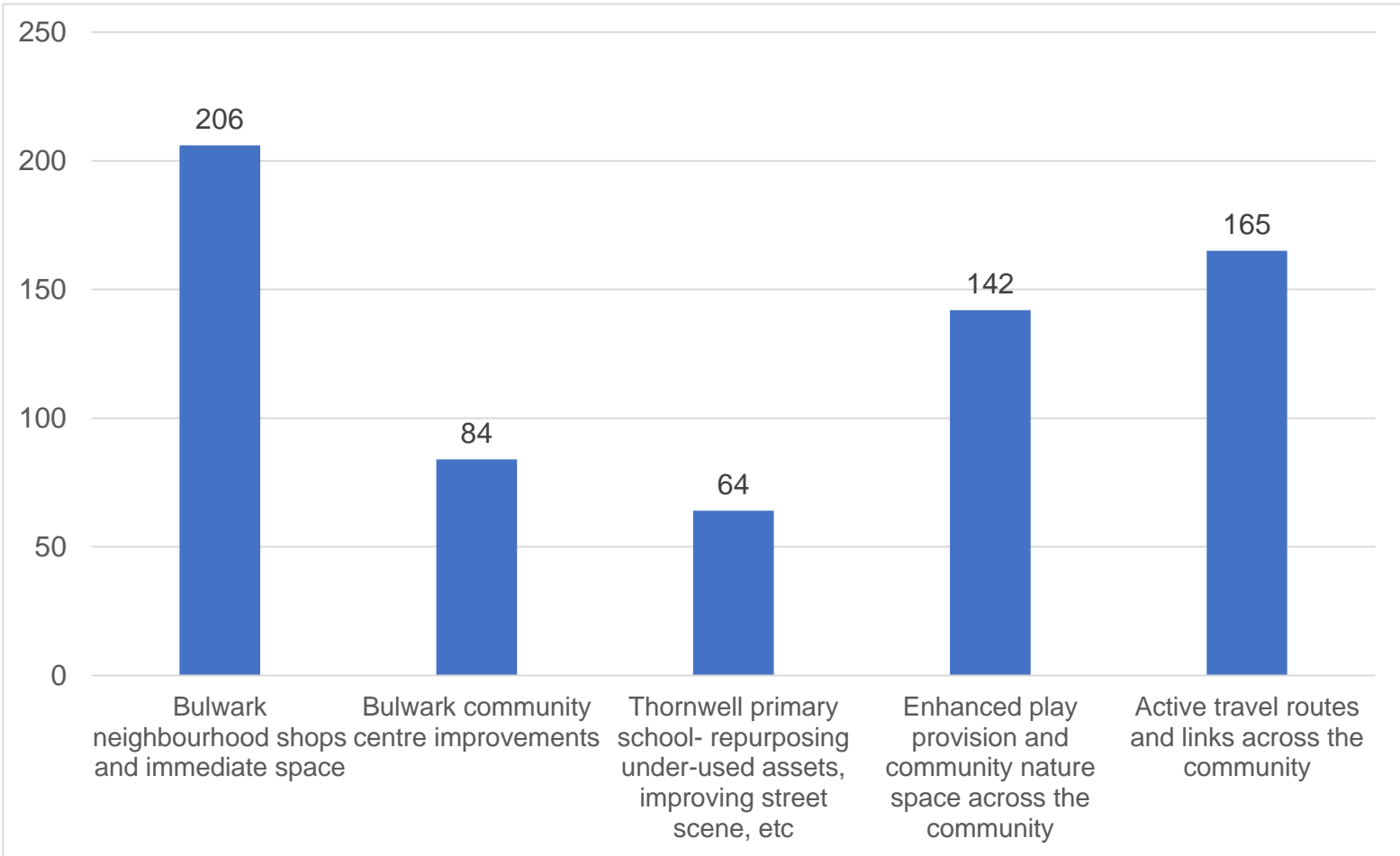
- Provide shuttle bus to old bus station
- The issue of High St misses the key question, as to whether motor traffic is part of the aspiration or not. I would argue that removing, or managing, the traffic makes all the other aspirations more likely to succeed.
- I have visited many similar small, walled towns around Europe that reduce/remove traffic to make better spaces for residents, businesses and visitors. It can be done."
- Chepstow could so easily be more of a foodie destination- more could be made of the Sunday market, for example.
- There has been very limited consideration of cycle routes into and around town e.g., no bike lanes or shared cycle/pedestrian routes without cars, especially in relation to routes from more rural areas such as Boughspring and Woolaston where residents rely on Chepstow for services and leisure. 2. lack of consideration about arrival by train and how this connects (physically and visually) to the town centre. 3. Unclear on impact on taxi ranks in the area, there is already a shortfall which makes Chepstow undesirable as a night-time location because it is so difficult to find transport home.
- The big HSBC building, we need to reclaim this for the community
- The Wales Coastal Path should be developed in conjunction with the Severn Princess Preservation Trust and the Mabey site development"
- EV charging. A lot of electric car visitors to wye valley from England will need somewhere to charge. Charging takes a good hour or so. If we had a destination - maybe farm shop showcasing our local products - with significant ev charging points, we could capitalise on the passing through trade. People might even come off the m5 to especially visit.
- The drive through Chepstow on the A48 is not pleasant. Traffic is awful but trees also need to be planted to obscure the back of the shops which are very unsightly. You do not get a sense of how lovely the town is, and people will not be tempted to check it out when they see the back of the shops which resemble more of an industrial estate. Improving this area should be high on the list in my opinion."
- High Street improvements should seriously include removing the Barclays building to reinstate a market location and opening up connectivity to the shops and arcades behind it. creating a town square type location that acts as a true centre for Chepstow. Tourist info, maps, access could then all pivot of this location"
- Better Park, best use of the dell area makes it more appealing to people, a bypass
- The vision does not mention resolving the two biggest issues Chepstow has: poor transport links and traffic congestion.
- Without this the rest pf the proposals border on pointless. People and businesses will not be attracted to a gridlocked, polluted town that is getting worse.

Bulwark and Thornwell Proposals

Figure 8 illustrates where people see the priorities when reviewing the Bulwark and Thornwell proposals. 31% of respondents wish to see Bulwark neighbourhood shops and its immediate space improved, followed by investment in the wider active travel network (25%) and enhance play provision and community nature spaces at 21%.

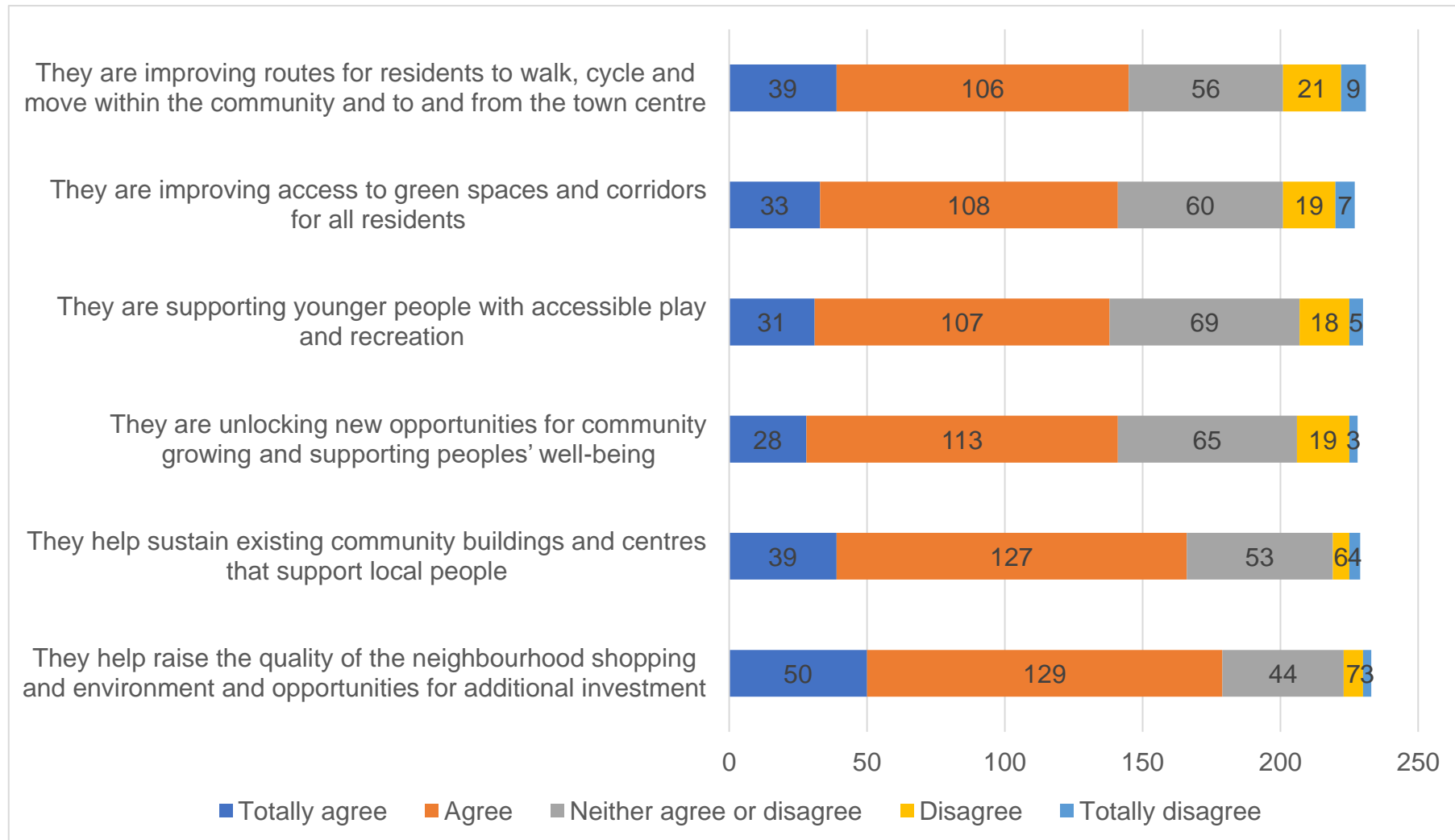
Figure 9 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to raise the quality of the neighbourhood shopping and environment and opportunities for additional investment, and also help sustain existing community buildings and centres that support local people.

Figure 8 - How People Prioritise the Bulwark and Thornwell Proposals



Source: Community Survey; N=231

Figure 9 - To what extent do you agree with the following statements on the proposals?



Source: Community Survey; N=234

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Needs radical modernisation
- Demolish existing buildings not in use and start again.
- Objection to why St Mary's RC Primary School has not been included in proposals
- Create more of a mixed shops rather than just the couple of takeaways and a supermarket
- "Need to stop the traffic turning right from A48 into Bulwark and right onto A48 from Bulwark.
- Main problem in Bulwark is the removal of public free parking which has been boarded up by old social club. The shops are privately owned. Public money should not be spent on improving them. Owners should be encouraged to maintain them."
- GP and Banking Provision.
- More regular bus service."
- Bulwark corner- a stranglehold
- Safety of area at night.
- "With reduced speed limits and reduction of rat runs allowing children and those using active travel to take priority reducing traffic and increasing community spirit.
- 80% of children to go to school using active travel
- "The majority of sports clubs are based in Bulwark and Thornwell and these could be better promoted and integrated into the Bulwark and Thornwell neighbourhoods.
- The creation of active travel taking priority over vehicles, reducing speed limits, reduction of rat runs so streets are reclaimed by children and make safe for active travel."
- Need to ensure that Coast Path route is completed along riverside through new development east of railway.
- Industrial site needs upgrading roads and signage layout.
- Make use of Bulwark shops as a central meeting point to access travel options. park and ride buses, taxi, buggies, bikes / mobility hire.
- "Having viewed your consultation proposals for Chepstow I am disappointed that you recognised and are making recommendations for improvements to three Primary Schools namely Thornwell , Pembroke in the Bulwark ward and the Dell, but no mention of St Mary's RC Primary School, as a school we urgently need pedestrian crossing at the school entrance in Old Bulwark Road and opposite the church in Bulwark Road, we have had two near misses of cars colliding

with staff and children. It is also noted that St Mary's has provided 16 placements for Ukraine refugees since May 2022, two have moved to higher education, two have moved back to Ukraine and one has moved to Tutshill Primary following a successful appeal against their initial application. In addition, we have 27.9% of pupils with additional learning needs compared to the Dell with 5%, so we as a school are certainly serving the Chepstow community. Can you please feedback why we as a school have blatantly been overlooked in this review.

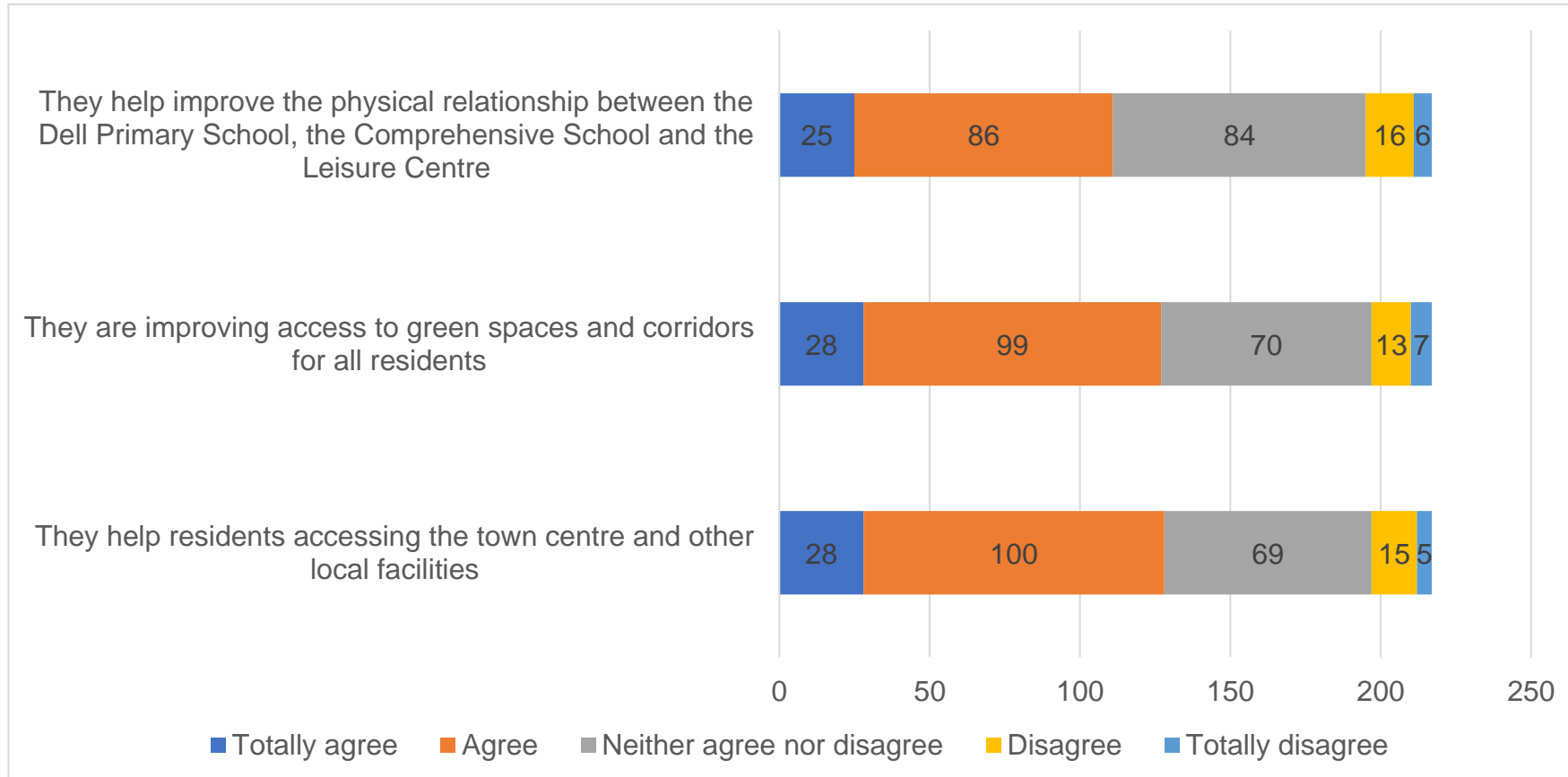
- Youth facilities are not very apparent and would benefit the community if this is addressed. Perhaps such facilities are readily available but need more advertising.
- GP surgery needed. Easier access to library facilities needed: could there be a satellite in bulwark or Thornwell?
- You say this, but green infrastructure is key. Could do some small scale initiatives, e.g., pocket parks, pollinator highways, and street trees
- Better police/community support officers' presence. Better enforcement of speed limits and more bins that are actively emptied.
- "- Although the proposals for Bulwark high street are a huge improvement on the existing situation, pedestrians still do not seem prioritised. Proper 'continuous footways' would be preferable, i.e., no level/construction/materials change for pedestrian crossings over road junctions; Instead of expensive interventions to segregate bikes from car traffic, install plastic/metal 'wands' to lightly segregate on wider roads, particularly uphill and on routes to school. - Implement on-street parking restrictions along all residential parts of Bulwark Road (not alongside the shops) and Thornwell Road. Parked cars slow buses and general traffic, are dangerous for cyclists, and there is ample on-street parking on side streets."
- NO AFTERSCHOOL CLUBS CURRENTLY. How are we supposed to work???
- Keeping the area around the Bridge Underpass clean and tidy, more bine and dog waste bins. This is often the first area

Kingsmark and Western Chepstow

Figure 9 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to raise the quality of the neighbourhood shopping and environment and opportunities for additional investment, and also help sustain existing community buildings and centres that support local people.

Figure 8 - How People Prioritise the Bulwark and Thornwell Proposals

Figure 10 - To what extent do you agree with the following statements on the proposals?



Source: Community Survey; N=218

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Improve footpath/walking access from Bayfield/St Lawrence Park/Penterry Park via Ruffets open area to Schools and Town Centre opening onto Mounon Rd via grassy area of Tempest Drive - children already clamber over wall for short cut. Look at all unofficial short cuts and make proper walkways and crossings.
- "The Comp is not fit for purpose and is in an embarrassing state. We were promised a new school 6 years ago.
- The Dell is bursting at seams."
- Danes' children play area fenced in for safety and to keep dog out. xxx is near swings where children play.
- Needs to be a 20 mph down Welsh Street."
- Cars and street parking. Puts cars on driveway.
- It seems like this is focused on Dane's area - what comes under Western area. New estates left out - e.g., Bayfields, Laurence Park, around hospital & behind Spar. Large housing areas with little in the way of community assets - e.g., community centre.
- The new housing estates past the Dane's (e.g., behind Spar, Bayfields etc) have been completely left off this town plan like they don't exist - despite their size & proposals for increased house building in the LDP. What about community assets there?
- Lack of children play areas at the Del for both residents and visitors
- "Decrease speed limits and stop rat runs to enable children and those using active travel to retake the streets of housing estates and increase community cohesiveness.
- Use of the Danes for community activities such as street parties
- Stop house building and attract businesses
- A revision of the catchment area for The Dell School to include the local children rather than travelling pupils could considerably help with improvement of physical relationships and reverse the effects of community divisions.
- Vital the speed and traffic issue are addressed on Welsh St. there are 2 big schools and no additional safety measures.
- I live on the Danes. You have not mentioned that Huntfield Road is used as a part run and safety in a residential area should be addressed. Of course, all green space should be valued. The gym equipment in the open space should be safe and useable. The pullback apparatus hurt my back as could not pull it back, wrote to MonCC as thought it was concerning, no reply.

- Might want to also consider how this part of the town faces outwards as well as connects into the town centre. Key pedestrian linkages into the AONB through the Piercefield, Wye Valley Walk, Barnett's Wood etc - these are currently under-promoted and key linkages (e.g. access into Barnett's Wood) could be made much better for pedestrians.
- I don't think this plan takes in any of 'Western Chepstow' - i.e., west of the A466
- More commercial facilities/convenience stores/chip shops etc could benefit this area that feels quite lacking in facilities compared to the rest of town
- Allowing enormous housing developments to be built with absolutely no road improvements (the token Tesco junction works do not count) or any requests for more frequent train services causes so much harm to this town and is negligent behaviour by the council."

Future Chepstow

Figure 11 indicates where people see Chepstow in the future with "improved", "better", "improving", "vibrant" the dominant words. Not so dominant but words such as "welcoming", "hopeful", "thriving" and "congested" are used.

Figure 11 - Please provide a single word on how you see Chepstow if this plan was delivered over time?



Source: Community Survey; N=209

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present?

Numbers in brackets indicate frequency of activity being mentioned

- Improve traffic and transport situation (86)
- Making high street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)
- Better signage
- More/better health facilities
- Concentrate on people, without them nothing will survive anyway
- Who knows how many centuries Chepstow will have to wait for it
- Community facilities for all
- Links to Coastal Path
- Better bus services (regularly)
- "Keep Chepstow tidy - litter, glass, bin emptying, dog poo
- Economic and wellbeing benefits

- Do something with the empty Barclays bank
- Prioritising locals- more affordable housing
- More green planting. It's an easy win to enhance an area.
- "Free electric minibus shuttle.
- Safe active route Bayfields"
- Safety for ALL
- Green spaces
- Stop developments until such time as a proper road structure is in place to meet the demands of local residents and other roads users who bypass the town.
- Community cohesion.
- On-street electric car chargers in residential areas
- Upgrading and improving Thornwell and Bulwark
- Chepstow / Tidenham Cycle / Pedestrian Link
- Too many houses being built with a lack of infrastructure
- "Attract more big companies into Chepstow town.
- Make the Dell a better place to be proud of
- Cut Business Rates until every shop is occupied
- Improving the town's appearance
- Barclay bank repurposing, pop-up support on main high street.
- Close the high Street permanently and pave it like Caldicot
- Improved sports facilities
- Minor injuries / out of hours GP & Dentists at Chepstow Community Hospital.
- Promoting cohesion and diversity. No more insularity.

- Money needs to be spent
- Community transport
- Long-term resilience and adaptivity, including capacity for antifragility.
- Green spaces enhancement for play and wellbeing
- realistically providing proper services (hospital, dentist, new schools) but I think the bus station needs a much overdue clean up.
- Maintenance
- Take control from the old fashion council
- Have the right people in place

6. Chepstow Comprehensive School Workshop

During lunchtime on the 16th of November, a number of pupils came together from across all of the school years to share their thoughts on where they see Chepstow now as a place, and its focus and priorities for the future? The session was run by the County Council's Regeneration team with the support of Chris Jones Regeneration. With the exception of one pupil, everyone who participated live in the town.

Chepstow Now

Positives	Negatives
Nature	Lack of shops
Walks	Same thing every time...no difference
Sunday market	No cinema
Tourist things	Lack of restaurants
Tradition	No birthday celebration place
Heritage	No Select shop
Quiet	No hair and beauty shop
The environment	A drive through town or community
Picturesque	Normal
	Quiet
	Boring

	Traffic
	Not much stuff to do

High Street

- Pedestrianise it
- Space for people
- Awareness of cars now
- Need to sit out
- Planting
- More things to do
- More shelter
- Where does traffic go?

Areas for Focus

Local Services

- Have a small A & E in community hospital
- Waiting times are long at doctors
- Lack of NHS dentists
- Community hospital isn't used by local people

Public Transport

- Always have to change at Severn Tunnel Junction
- Change trains for Bristol and Newport
- No high speed trains – 30mph speed limit on track?
- Train station improvements
 - Poor for blind and visually impaired
 - The pedestrian bridge is a barrier
 - It feels old
 - It's an inconvenient space at the front

Active Travel

- Trial out E-bikes
- We love Tidenham Tunnel
- Wyedean and Tintern from Chepstow is not accessible
- We need to find ways of segregating cyclists as it's not safe

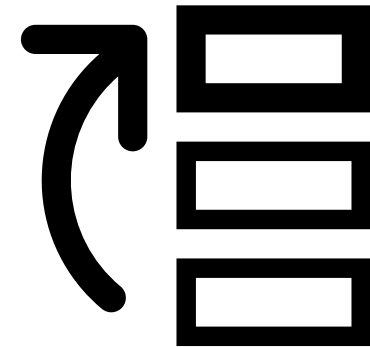
Employment

- Hard to find casual jobs when in sixth form
- It's a place to leave and not stay for work...will come back if you want to settle down

Priorities

- More fishing on the Wye – challenges are access and its tidal
- Improve public services – health, sports and recreation
- New uses and experiences - bowling, cinema and theatre
- Bigger leisure centre and pool – 20m increase to 25m pool
- Better things for youth and sport
- A general perspective – “adding” not familiar
- Improve facilities – don't build more things
- The environment – lack of greenery and trees – watch housing growth

- A Cinema – two to four screens
- Have a minor A&E and community hospital
- Modernise rail network – new station, faster trains, more connectivity



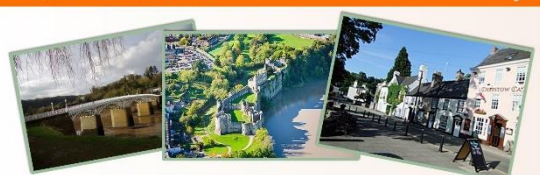
Appendices

Consultation Material

Image 6 - Exhibition Panels 1 to 3

Why Are We Here?

chris jones




Monmouthshire County Council and Chepstow Town Council identified the need for a Town Masterplan that would provide the strategic framework which will guide future place making and changes in the town.

The Aim of the Study


To prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors.

What is Placemaking?


Welsh Government's Planning Policy Wales states that placemaking is 'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. Placemaking can be summed up by the following four areas:




Public Space



High Quality Built Form



Happiness And Well-being



Character And Identity


How Can You Help?

We want your views on the ideas that are proposed within this Plan for Chepstow. What do you believe are the priorities? Where should we start? Is there anything missing that we need to consider?

Your views are so important for us knowing what Chepstow needs, so none of these ideas are final and they remain proposals until the resources and funding become available as well as developing partnership working.


Ways to provide comment are provided on the final panel. Thank you for taking an interest in the future of Chepstow.

Chepstow Town Council and Monmouthshire County Council



Town Conversations

chris jones



Chepstow Town Council identified the need to understand the views of the local community in and around Chepstow as part of a Place Plan process during 2020 to 2021. Online community engagement activities ran between March and end of May 2021. The online engagement resulted in a vast array of responses, which are outlined below and have helped inform our ideas which are shared later on.

Traffic And Transport

- Innovative solutions to enable people to move around without using the car should be considered such as a hop on and off electric bus around town.
- Concerns about safety were expressed – at junctions for drivers and crossing roads for pedestrians – over and under the road (A&B).
- Active travel – cycling and walking. Walking for visitors and local people is very important for well-being and the economy of the town but also Wales.

Tourism

- Need to attract tourists and increase the footfall in town and build on the success of the Sunday market.
- Promote the town as a gateway to Monmouthshire and Wales.
- Promotion of National Cycle Network, Coastal Path, Forest of Dean, Offa's Dyke, Wye Valley Walk etc.
- Concern around empty shops in the town/ shop front design and appearance at the retail centre.
- Dedicated route from Chepstow to Tidenham (consider pedestrian bridge).

Facilities, Community & Services

- Not enough facilities / places for teenagers to go in Chepstow.
- After school provision is lacking – sports clubs are excellent but not many facilities / clubs to cater for all interests.
- Improved links to the leisure centre needed – incorporate links with the secondary school.

Built Environment & Heritage

- History of the town is positive (castle / port wall) but need more emphasis on its history.
- The river frontage is an asset which should be harnessed more.
- St Marys Church – can alternative uses be explored such as driving walk, community spaces?

Housing, Jobs & Economy

- Smaller housing units needed for young people starting out – affordable – particularly in town centre.
- Need to improve infrastructure before building new homes.
- Pollution is a major health concern – and much discussion was linked to traffic and the impact on the environment.

Environment & Biodiversity

- Pollution is a major health concern linked to traffic and the impact on the environment.
- Transition Chepstow is a local group facilitating local action about how the town can respond to climate change.
- Access to local green spaces and natural environment was highlighted as an asset of the town.


Green and Open Spaces and Play

- Play equipment needs updating in many play areas – consult with young people. Consider gym equipment, audit play equipment.
- Accessible route needed to Binnett's Wood on the western edge.
- Replicate the successful Garden City project and community orchards scheme in other parts of the town.

Challenges & Opportunities

chris jones

From reading through the community's comments and looking at local statistics, the following challenges and opportunities have been identified.



Strengths

- Gateway into the Wye Valley from the south
- Historical walled town known for Castle and location on the River Wye
- Characterful town centre set within a conservation area
- Location next to the M48 and the Severn Bridge
- Chepstow racecourse – home to horse-racing, concerts and events
- Some distinctive independent town centre businesses
- Range of town centre amenities e.g. Rock in the Doll Arts Food and more
- Lots of passionate community and voluntary organisations
- Some strong employers in research and development, technology, etc
- There is a sense of neighbourhood in places like Bulwerk
- Long distance footpaths – Wales Coastal Path, Offa's Dyke and more
- The heritage of the River Wye – boatbuilding, painters, port ferry

Opportunities


- The Place Plan process – making the case for change and funding
- Bristol house buyers bring new demand in the town
- Stagflation tourism market due to Covid and whether this continue
- To grow distinctive clusters of businesses – arts, food, creatives, etc
- Some large town centre buildings could unlock arts and cultural facilities
- A growing arts scene – festivals, galleries, shops, events, clubs
- Connect the Castle, Museum and riverside into a more cohesive place
- Planned investment in the leisure centre and commercial school
- Creation of small to medium sized workspace – start ups and innovation
- A hub for artists, makers and producers within lower Wye Valley
- Maintaining water products and their economic benefits for the town

Weaknesses

- Proximity to Bristol does result in leakage of activity specifically shopping and leisure related activities
- Traffic volume on the A48 and its resultant impact on the local highway network, environmental quality and economic performance of the town
- The topography of the town centre poses certain challenges for destination management and accessibility
- The town centre performance follows UK trends in shopping but is compounded by its physical challenges, its traffic, amongst other things
- Pockets of deprivation that are associated with health, education and income and some neighbourhoods have a poor environmental quality
- Transportation has long reach and no strong clusters of quality employment
- The housing market has shifted away from Bristol which has increased demand and prices

Threats

- Housing growth and strain on infrastructure
- Reduced spend on rural edge with housing
- Waiting for big solutions to the town's traffic and not looking for practical solutions
- Future of the High Street – needs to agree a purpose and direction
- Sense that the community hospital is losing bed space and a wide range of care



Page 231

Source: Chris Jones Regeneration

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Image 7 - Exhibition Panels 4 to 6

A Vision For Chepstow...

Our Vision for Chepstow

"Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being"

Our Aims & Objectives

- Aim to develop Chepstow town centre as a destination for the local community and visitors that is based on its heritage, local town and tourism character and successful local businesses and attractions.
- Develop and co-deliver a town centre identity and appearance that is supported through place marketing, local business support, and on-street activity.
- Develop a partner-led approach to tackling underused space and buildings that meets town centre user needs and builds a distinctive experience.
- Manage space with the high street area through a town centre partnership so that it hosts frequent events, festivals, markets and more.
- Manage how people arrive in the town centre and help them explore and find their way around.
- Ensure that all town centre infrastructure is accessible to all with infrastructure ensuring people can travel to and from safely with the right facilities to encourage visits, dwell and linger.
- Enhance the arrival and linkages between the town centre, the Castle and Riverside area, the Drill Hall, develop amenity improvements and on-foot event/activity programme.
- Develop, create and manage green space within the town centre for play, biodiversity and other activities.
- Support community assets through a partnership led approach that forms part of the Chepstow experience, and help their long term viability and their role in the community.

- Improve the quality of the setting of Bulwerk neighbourhood shops and its linkages with the community through a co-ordinated design that addresses the main road, frontages and immediate spaces.
- Support and enable community organisations with buildings, venues and spaces by supporting them to fund and ongoing training and support that improves skills and people based outcomes.
- Support a local partner-led approach to improve under-used outdoor spaces within the community and help local facilities, enhanced quality of public spaces, education, social membership and opportunities for community growing.
- Develop and create accessible, friendly, walkable neighbourhoods that ensure access to amenity and services by foot and bike, that also link into the town centre through the wider active travel network and to various key disease hotspots.

Our Proposals

Presenting the key projects for the town, then visualizing the key proposals for each area in further detail, the key project areas are as follows:

The Town Centre

1 Thomas Street Bus Station

This project offers a great opportunity to completely repurpose the existing bus station space and public realm. A review will need to be undertaken of the existing bus services with a view to reduce the number of bays required. This will release currently underused land for repurposing into quality public realm. Introduction of meaningful green infrastructure will help to soften the currently hard environment and create the backdrop for a supplementary and complementary use e.g. coffee kiosk with south facing seating / rest area.


- Creation of an improved public transport arrival gateway
- Reduce dominance of large areas of 'dead' paving by reduction of bus bays but not impacting on bus services
- Creation of new quality public realm with integrated green infrastructure
- Activation of space through the introduction of a 'service' use e.g. coffee kiosk
- Improve setting of the church
- Opportunity to relocate disabled parking from Moor Street to Thomas Street, helping to reduce Moor Street congestion

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Source: Chris Jones Regeneration

Image 8 - Exhibition Panels 7 to 9

The Town Centre chris jones



2 High Street Area

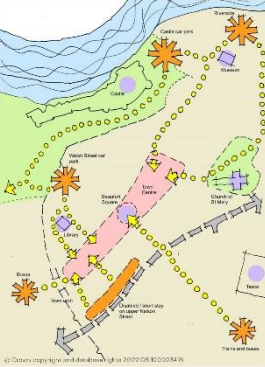

A menu of activities to activate, animate and repurpose the Chepstow High Street experience that includes:

Place

- To work with the existing public realm and introduce planting, signage/promotion and re-enforce events/activities space that complements the business offering.
- To provide a Building Grants initiative that is a flexible pot for grant funding to deliver improvements to town centre buildings that will facilitate interventions such as Commercial Property Improvement Grants, Town Centre Meanwhile Uses, and Shop Frontage Enveloping Schemes.
- To co-ordinate frontages and the immediate spaces to create the right draw and experience through a design code and manual for businesses.
- To develop the Welsh Street link public realm with the existing town centre scheme to deliver improved pedestrian link between The Dell green space and playground, Welsh Street car park, Chepstow library/Community Hub and the town centre.
- Explore the creation of short term parking on Upper Nelson Street with an improved link to the High Street, alongside former Herbert Lewis store.

Activity

- To develop a meanwhile/pop-up campaign that complements the existing offer and builds on an emerging identity and brand.
- Create and install outdoor pods that can trial ideas such as cinema, theatre, talks. This can help test ideas in a low cost way before investing in buildings.
- Bring altogether into a co-ordinated town events programme such as Castell Rock Music Festival to the annual Arts Festival through the town's Walking Festival, ensuring town centre space is event-fit.

monmouthshire sir fynyw
Prepared for Transforming Towns

The Town Centre chris jones

Place Management

Local organisations are already directing activity and resources to help support the town centre but these would have greater impact if there it was more integrated. Some building blocks for place management include:

- A **town centre partnership** that has a focus on how the town centre works together, both operationally and about events and activities.
- Street animation** To explore simple ways of animating the town centre streets, building on street bunting and floral displays. This could include training on business signage and A boards, use of flags, social space adaptation, amongst other items.
- A **digital platform**. A town website with supporting social media campaigns that also links into physical identity within the town e.g. signage, event signage, etc.
- Events and Activities**. Adding to the current programme of town events, there is a need to explore a meanwhile or pop up scheme that would focus on empty properties, trialling ideas, products, events that act as a springboards for micro-businesses and start-ups.




8 The Dell Park


Castle Dell is owned privately by the Denny family and has been leased by the council from the family since 1946. The play area at Castle Dell Chepstow has been in situ for many years and whilst the equipment is maintained to the relevant standards by the Council it is dated, has limited play value and is not fully inclusive. The site is close to the town centre, next to the Bank Street car park, giving good access to the play area and the wider open space. The Friends of Dell Park Chepstow (FDP) was set up a few years ago by a group of interested parents with a view to upgrading the play area and has been working for the last three years with a landscape architect to redesign the site. The proposed adaptations and improvements to The Dell Park include:

- Enhancement of existing play provision
- Improved access to the lower level of the Dell
- Introduction of enhanced biodiversity and pollination opportunities
- Activity on Wye Valley Walk and key town route




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Prepared for Transforming Towns


The Town Centre/Riverside chris jones



14 Chepstow Castle/Tourist Information/Museum Public Realm

This area of the town is a key arrival point and gateway for many of the visiting tourists. There is a real opportunity, to create a real sense of arrival here. There is also an opportunity to far better integrate the neighbouring uses into a unified space. Specific activities include:

- Reduce traffic speed
- Widen footways
- Create places for pub seating
- Rationalise castle car park access
- Improve pedestrian link between castle and museum



monmouthshire sir fynyw
Prepared for Transforming Towns

Source: Chris Jones Regeneration

Image 9 - Exhibition Panels 10 to 12

Lower Chepstow chris jones

15 The Riverfront
 The riverfront area needs to re-enforce itself as destination within the town and part of the lower Chepstow trail of heritage and natural assets. On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the river-bank and band stand area.
 To make the space more coherent for the Wales Coastal Path southern gateway and the amenity area of the Riverfront area
 Incorporate features that connect the north and south gateways to create a sense of connectivity along the path
 Install artistic features which people will post on social media, providing effective marketing for the path

16 The Drill Hall
 The Drill Hall Chepstow is a community and arts venue which, since it was leased by Chepstow Town Council in 2008, and handed to a volunteer management committee, has rapidly become a major focus in Chepstow's artistic and community life. Key areas of focus to sustain this building are:
 To ensure the Drill Hall remains as a welcoming and accessible community-led cultural facility.
 To develop the Drill Hall's potential as a centre for community education in the arts, culture and heritage of the area.
 To build the capacity of the Drill Hall to accommodate new community activities, in order to promote health & wellbeing.
 To realise new community and social enterprise opportunities that help to sustain the Drill Hall in the long-term.

17 Upper Church Street/Bridge Street
 Rationalise carriageway
 Reduce junction geometry to increase pedestrian space and slow vehicle speeds
 Enhance pedestrian priorities using crossovers at side junctions
 Improve setting of Alms houses

18 St Mary's Priory Church
 St Mary's Priory Church has come to a cross-roads where it needs to maintain its place of worship within the community, safeguard its historical value but also open itself up to more community and town wide activities and events. The Church has developed a Vision which is about looking to using the internal space in a number of ways that respects its core purpose, yet also attracts new audiences and leads to it being seen as accessible and inclusive to all. Ideas include:
 Activities to include provision for baby and toddler groups, school holiday activities, soft play activities and support groups for young parents
 For young people, areas of the church could be provided for weekly youth clubs including table tennis, pool, music such as safe discos.
 For older people activities such as dementia Café, day centre, concerts, theatre, cinema, art by societies and clubs and arts exhibitions.
 The celebration and promotion of the Arts could include Festivals – Music and Performing arts, Literature – Poet/Artist in residence, Exhibition space, etc
 Some proposals that could be trialled or semi permanent include temporary climbing wall and a temporary skate park.



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 Transforming Towns
 Monmouthshire Council

Bulwark & Thornwell chris jones

9 Bulwark Neighbourhood Shops
 Improve shopper experience.
 Enhance frontages of shops and buildings.
 More public space to sit out, dwell and use.
 Make the road into a street.
 Better pedestrian crossings.
 Links into nearby neighbourhoods.
 More trees and planting.
 Scheme to co-ordinate with relocated Aldi store proposal

10 Bulwark Community Centre
 Enhance existing community assets such as the community centre would aid demand, viability, future sustainability and social cohesion in the area.
 To integrate assets such as Bulwark Community Centre and Pembroke Road Primary School into the local community.



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 Monmouthshire Council

Bulwark & Thornwell chris jones

10 Thornwell Primary School
 Repurpose former caretaker's lodge.
 Enhance how school engages with Thornwell Road.
 Streetscene improvements and introduce green infrastructure.
 Connect into Active Travel Network.

11 Play Provision
 To re-provision play sites within Bulwark and Thornwell that continues to provide a community resource yet maximising the natural capital of the spaces
 To retain play spaces and green spaces but with enhanced biodiversity value

12 Active Travel Links
 Active travel improvements that support increased mobility, healthy lifestyles and journeys to work, learning, leisure, shopping and more
 To address known hotspots for pedestrians and cyclists such as crossings, accessibility and to present a continuous series of routes
 The Active Travel Links support the 5 min neighbourhood and links into the larger 15 minute walkshed



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 Transforming Towns
 Monmouthshire Council

Source: Chris Jones Regeneration

Image 10 - Exhibition Panels 13 to 14

Garden City
chris jones

13 Play and Sensory Garden

- ❑ Improve existing play provision
- ❑ Support Community Group with sensory garden improvements
- ❑ Ensure whole space works for well-being, play, football and informal recreational use

14 Links to Coastal Path

- ❑ To reopen link from Hardwick Avenue through railway tunnel onto Brunel Quarter along Riverside to lower Chepstow
- ❑ To consider how the Wales Coastal Path benefits the town centre economy in terms of route, signage, interpretation

Kingsmark and Western Edge

15 Welsh Street Linkages

- ❑ Improve safety of children in accessing school
- ❑ Create new gateways into school and leisure centre
- ❑ Introduce green infrastructure
- ❑ Promote pedestrians above vehicles

16 Active Travel And Community Nature Space

- ❑ To link the north-western edge of Chepstow community within the town centre and other destinations through the Danes and onto Welsh Street
- ❑ To make additional investment in the Danes open space and play area through local spaces for nature measures
- ❑ To improve existing routes to meet Active Travel standards

Have Your Say – Next Steps
chris jones

Have Your Say:

Thank you for taking the time to view these proposals for Chepstow

You can feedback your comments in a number of ways:

- ❑ Come along to our face to face events on the 8th and 11th October in the town centre and Bulwark
- ❑ View the proposals in Chepstow library from the 12th to the 30th October
- ❑ Viewing the proposals and completing our on-line survey at www.monmouthshire.gov.uk
- ❑ Posting your completed survey at Chepstow Town Council (the Gatehouse) or at Chepstow library by the 30th October
- ❑ If you have a specific comment that cannot be included in the survey, please email us: mccregeneration@monmouthshire.gov.uk or phone Sadie Beer on 07929726220

You can access the survey via either the following link to the website, or by scanning this QR code which will take you to the site:

<https://www.surveymonkey.co.uk/fr/chepstowtownsurvey>

Do you agree with our vision?

Do you agree with the proposals?

Is there anything missing?

Do you want to get involved?

Next steps...

After the consultation period has finished we will:

- ❑ Read and analyse your comments
- ❑ Share the consultation responses with you
- ❑ Refine proposals and the plan
- ❑ Publish the Plan once formally adopted

Have Your Say

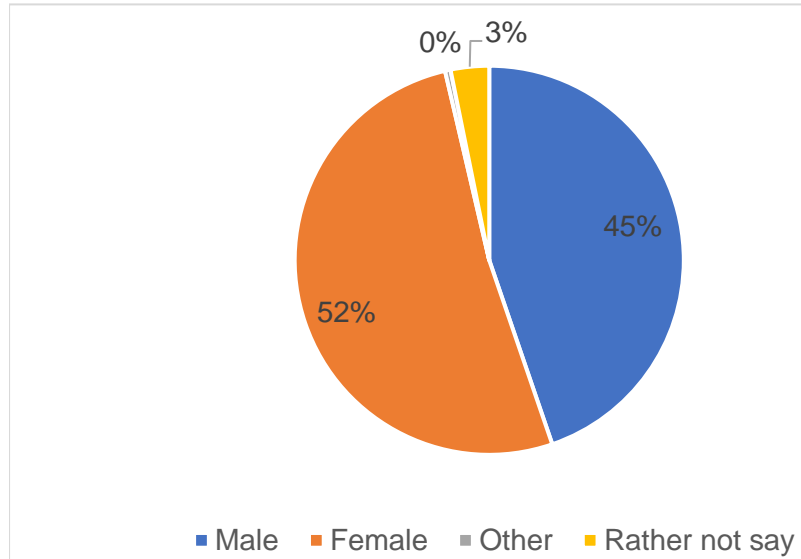
Sadie Beer: 07929726220

Monmouthshire Council: mccregeneration@monmouthshire.gov.uk

Source: Chris Jones Regeneration

Respondent Breakdown

Figure 12 - Breakdown by Gender



Source: Community Survey; N=222

Figure 13 - Breakdown by Age

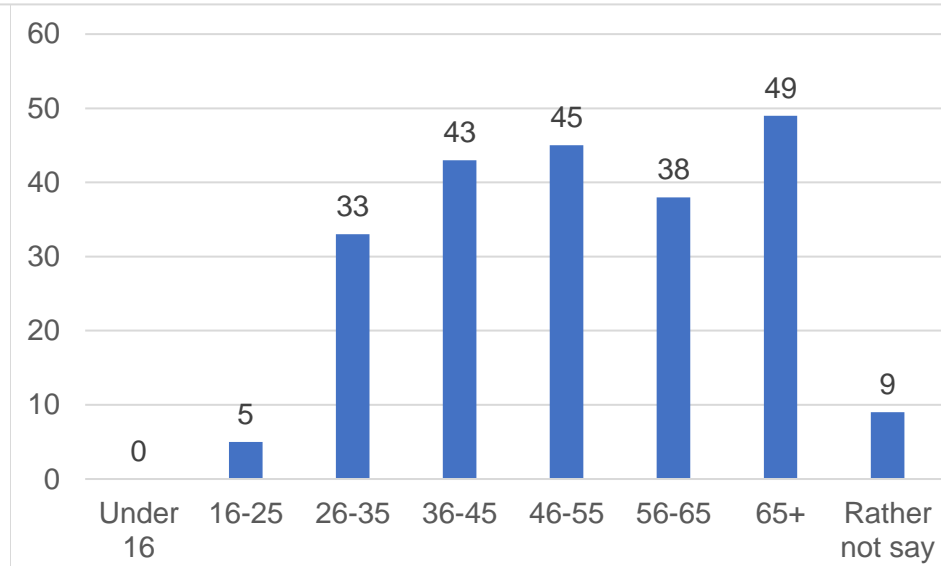
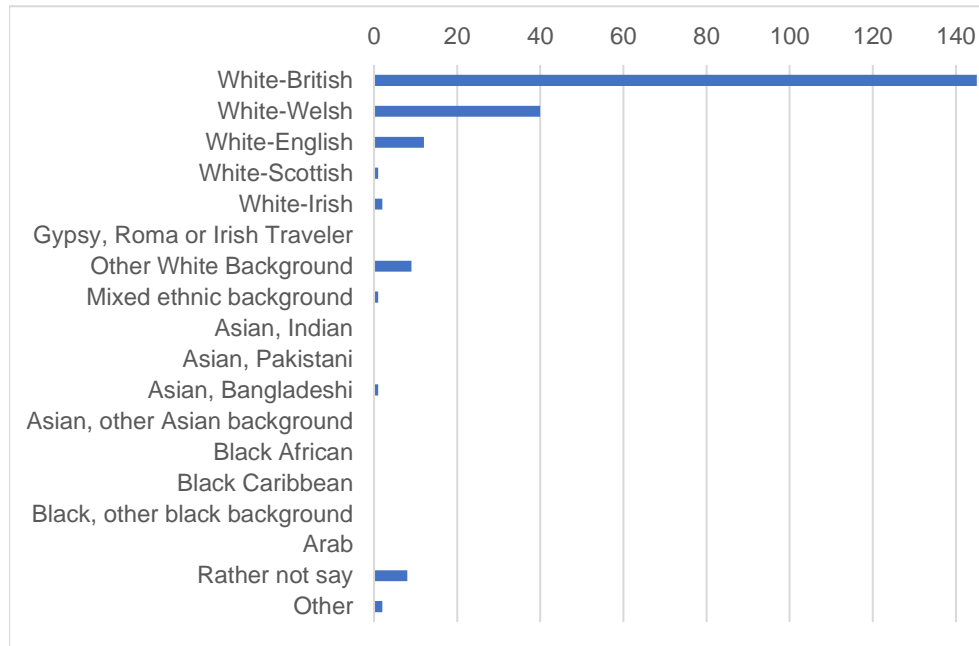
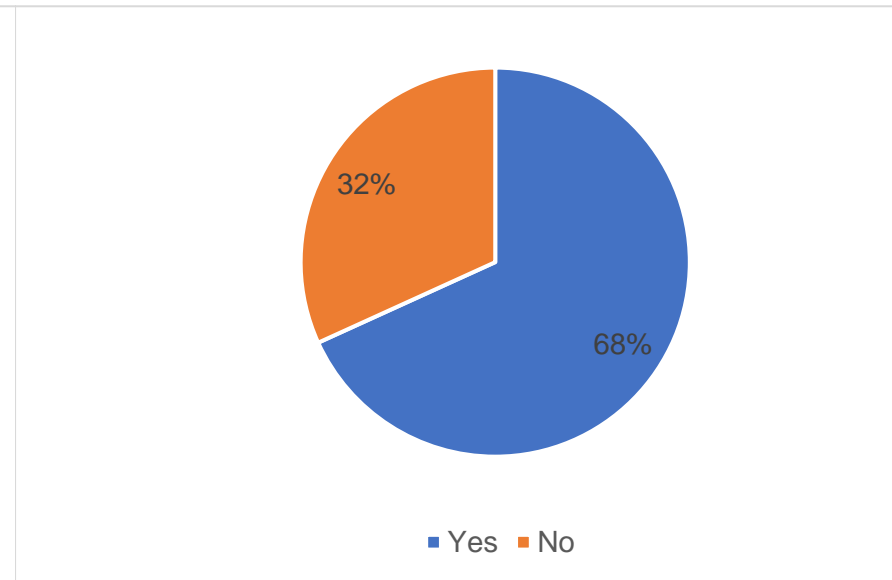


Figure 14 - Breakdown by Ethnicity



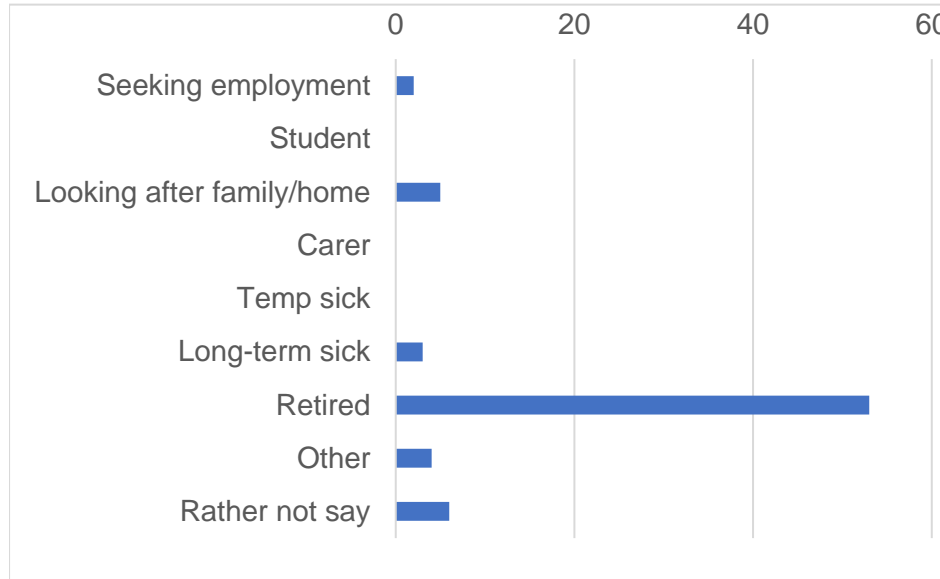
Source: Community Survey; N=221

Figure 15 - Are Respondents Employed?



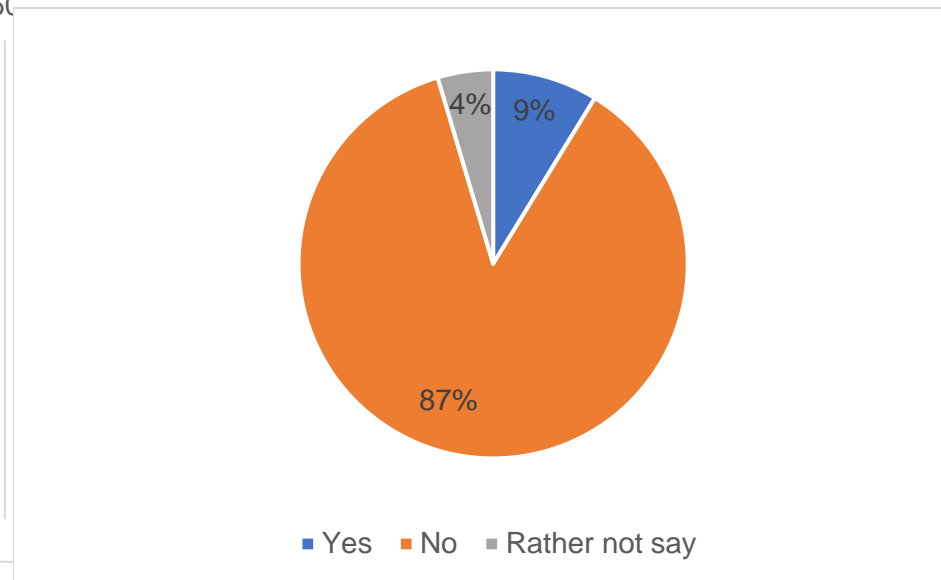
Source: Community Survey; N=217

Figure 16 - If you are unemployed, which one of the following applies to your current status?



Source: Community Survey; N=73

Figure 17 - do you consider yourself as having a disability?



Source: Community Survey; N=217

Further Comments

- Visitors feel lost. Inadequate signage. Questions - where is bus station - where is Bank Street?
- The task is massive to repair years of neglect.
- Please refer to supporting letter of representation
- Improve public toilets
- Too much jargon - at times - what does co-ordinate frontages and co-ordinate spaces to create the right draw and experience through a design code mean?
- Need to attract big businesses and opening hours need to be longer - 9am to 6pm
- Less housing, more infrastructure, less talking, more action. How many more surveys, consultations, public meetings before actual improvements are made. No more introduction of superficial items of improvement whilst root causes of dissatisfaction are not addressed.
- If roading and sports infrastructure are not improved, you are not delivering for
- future generations. The council have an obligation under the Future & Wellbeing Act
- to invest now for the future.
- I doubt any of this or other feedback is included, we all know that consultation is box ticking,
- before you crack on with what you want to do anyway. Another lost opportunity for Chepstow and its
- residents."
- Start as quickly as possible
- The present bus station actually does not have enough bays. Any attempt to reduce them would cause chaos.
- Until the traffic flowing through Chepstow from Lydney direction is addressed - the town will remain polluted, and car focussed.
- Move away from ""Bristol people"" phrase - we need to embrace everyone - make them feel welcome
- Council has a thankless task judging by residents' actions to the High Street in Covid."
- I'm concerned about the proposals for St Mary's Church. Please seek to preserve its voice and mission to our town.
- Improve traffic flow at rush hour
- Make it a special place.
- Green spaces should look natural not contrived
- Better signposting for a history trail - link in blue plaques."

- Don't just write elaborate and expensive plan; start with small effective changes which will bring the greatest benefit to most people
- I think they are quite pedestrian in places & not as developed as they could be. Many of the things like keeping Drill Hall, improving Dell Park, updating Bulwark community centre are surely givens and not aspirational. Surely a place plan should help guide town & county council planning decisions & yet missing reference to key areas in town which feature heavily in LDP? Town centre lacking detailed vision for what people want to make the town unique & a destination for residents & visitors
- We will wait and see
- The involvement of sports clubs, religious communities and local clubs and organisations would help get buy in to the plans and faster implementation.
- All new houses should be passive in nature reducing residents fuel bills and making Chepstow more resilient.
- Push the Welsh Government to expedite the WelTag Study on High Beach Roundabout so there is hope for traffic congestion in Chepstow.
- You state that grants could be available for high street premises. Surely this is down to the property landlord, and not taxpayers.
- "For too long the County Council have muddled by from day to day with no real effort to address the basic problem of having the busy A48 bisecting the town. Twiddling with speed limits, cycle routes, planting flowers and opening coffee shops will never have a positive impact on the lives of Chepstow residents and visitors.
- Talking about improvements and seeking interim solutions to perceived problems will not cut any mustard with the ratepayers of Chepstow. A timetable for construction will give hope and certainty to all affected by the choking effect of the road. In the meantime, it has been of some relief to all that the High Street has returned to two way through traffic reinstating the alternative routes for local traffic. A bypass is the solution to many congestion and safety problems within the town.
- Build it and they will come. The County Council should not hide behind the excuse that money cannot be spent on Chepstow because that would be unfair to Monmouth and Abergavenny. Nor should the Welsh Labour Government's contentment with the road building in Cardiff and subsequent refusal to consider road building elsewhere be used as an excuse not to go ahead with this vital project.

- The County Council and the Town Council should make every effort to ensure this vital road is built. Thereafter will be the opportunity to make proposals about Placemaking and Transforming Chepstow.
- Be bold, represent the community and get this done.
- Do not make bike access through parks, particularly the Danes. It's dangerous and stupid. Could not believe it when I saw that. "
- TIME IS OF THE ESSENCE
- St Mary's R C Primary School needs to be considered and the playground opposite also needs improvement. Safe crossings at the top and bottom entrances are a must.
- "Chepstow will have to address managing (and reducing) motor traffic if there is going to be improvement in many of these aspects.
- Cycling - one aspect that can be encouraged. But geography doesn't help. However, e-bikes could transform this. A plan that involves e-bikes and more traffic-free routes could make this a pioneer destination.
- Tourism - is there any joined up tourism planning with Glos Council/Forest of Dean? Chepstow is a hub for Monmouthshire, Glos and Bristol.....and could be marketed coherently in this way.
- St Marys Church use is a great challenge. And potential opportunity. But some of the visions for it overlap with those of Drill Hall. Perhaps one multi-use space done well is the realistic ambition, not two.
- Get someone with a vision to start designing spaces for people and creating real income and wealth.
- "There is an obvious very desperate need for better public transport links.
- I'm also informed there are plans to enhance all primary schools except St Mary's, could you explain the reasons for this please as it appears very unfair as is.
- Thanks"
- Attracting businesses seems to be missing
- See previous comments about addressing the traffic issues in Chepstow
- Need to be realistic in time scales and what money is available.
- These proposals are great, but they don't solve the problem with Chepstow - the traffic. I have friends who won't visit Chepstow from Bristol / Cardiff as the traffic is so bad....
- Not sure if this is possible, being a private building, but it would improve the town if the ugly closed Barclays Bank were demolished, and an open attractively arranged space with seats and mature trees could be planted in its place.
- Mature trees planted along both sides of the High Street would greatly enhance the area. "

- Be ambition on developing around natural resources. as all progressive towns do
- All proposals should be considered after the building of the town by-pass route. Whilst this through traffic problem remains, any proposals are tinkering around the edges and will not provide any significant benefits no matter how much resource is mis-spent.
- Connect the M4 and M48 bridges with a new coastal road
- Keep up the good work, not every idea will be a winner but there are more positives here than negatives.
- Expand the services provided at Chepstow Community Hospital and provide a transport link.
- Encouragement for a more diverse shopping and leisure experience.
- Stop talking - start doing!
- High Street to return to pedestrian status, at least on the weekends, with seating areas as they were before the reopening.
- Strict, controlled speed limits to be imposed in town to discourage unnecessary traffic and improve air quality and pedestrian experience."
- Priorities are the Dell Park, bulwark shops and access tunnel from near garden city to river
- We need to make more of a fuss about Traffic congestion. It needs Government Action.
- A town website with a list of events would be very useful - as a new resident I've found it difficult to find out what is going on in Chepstow
- The outdoor spaces seem to revolve around the idea of putting out some chairs and opening a café every 30 yards to make the town look nice. But we've already got a dozen café and coffee shops
- There is no mention in this survey about Garden City and the access tunnel to the new estate. I have been advised that this, once opened, would be for pedestrians and cyclists only. I think this needs to be confirmed.
- These proposals also do not address the general run down feeling of Chepstow, unkempt kerbs, poor road surfaces, litter etc "
- Chepstow has greatly deteriorated in the past decade - poor High Street, A48 problems because of overbuilding of houses without necessary infrastructure and causing pollution, poor leisure facilities, comprehensive school not performing as well as it should, hospital not properly utilised for residents. Chepstow should be vibrant and a great place to live and visit - gateway to Wye Valley, Forest of Dean, Wales, Chepstow Castle, Racecourse, Golf course, riverbank. Chepstow should not be 997 out 1000 for best retail / vibrant place to visit as in national survey in 2021. Chepstow seems to be the poor relation of Monmouthshire with lack of investment. Yet there is so much to offer. We need good shops, traffic flow with less pollution,

integrated public transport, good education and a functioning hospital, respect for green spaces. More action and less continuous consultation please.

- Thank you for all the hard work on these proposals. It's great to see the effort put into improving the local area.
- Be creative with procurement, business rates etc. There are a lot of creatives and talent here. Maybe we could set up a low cost business loan scheme? Introduce a Chepstow currency? Love the direction of travel and partnership approach to the what - but we need to ensure sustainable through the how.
- Too many to list
- How will you prioritise all of these items? Different parts of Chepstow have different needs
- No real substance and not addressing the things that really matter. The infrastructure needs addressing before anything else - enough schools, facilities, traffic - not fluffing around with the bus station and bulwark shops. Aesthetic improvements are a nice idea but there are fundamental problems which need addressing first. Investment in the high street is essential to create a vibrant town that should be on a par with Monmouth and Abergavenny. There is huge untapped potential which this plan will not unleash.
- Just get on with it! Anything will be an improvement on the current town.
- Keep the toilet facilities they are such an asset for community and visitors so much better than most towns and cities
- When we first came to the area in 1985, Chepstow was a lovely little town with nice shops and lots going on. Now it looks as though nobody can be bothered with it anymore. Lots of expensive houses are being built which local people can't afford, making it impossible for our young people to stay in the area. On a starting salary of £30,000 per year you can just about afford a property costing around £180,000, if you already have a decent deposit saved up. How many properties are there around here that you could buy for £180,000? Where are all the so-called affordable homes?
- Please bring in more retailers who can provide local shopping to those with young families.
- Great vision, but even greater priority must be given to active travel and public transport! I believe that in doing this we will create better places for people to linger and socialise. We should take inspiration from how it is done in the Netherlands.
- Overall proposals are good, I would suggest that there needs to be a clearer high level plan for Chepstow that identifies how each area contributes and even a long term plan to redevelop some of the central cites that provide lots of potential but are correctly not adding much to the overall town identity.

- The plans need to identify how Chepstow will connect people to the surrounding areas that draw tourism (e.g., forest of Dean, Tintern, Wye Valley etc)
- It is identified that Chepstow is well connected to walking cycling routes but no provision to support the activities is made in the plans. e.g., a cycle hub (think mud Dock Cafe in Bristol as an example)"
- Without addressing the cross border challenges there will be an improved appearance only. Investment and prosperity will only arrive if congestion improves.
- Improve the coastal path experience near the industrial aspects
- between Bulwark and Hardwick.
- Work to lower rates in the Town Centre to help rejuvenation and employment. "
- Wake up. You're sleep-walking into disaster.
- The bus station should be prioritised
- The challenge is to attract more diversity in retail and high street offerings to compliment the current wonderful shops.
- Public transport links to Bristol and towards Newport and Cardiff could be a lot better
- I understand the government will not build a bypass because it encourages vehicles and likely increase carbon emissions do not reduce. If money wasn't a restriction, having a direct or quicker train link to Bristol would reduce traffic, encourage public transport and reduce carbon emissions
- I really hope something can be done as the general attitude about Chepstow seems really negative. I moved here 3 years ago and would love to make a proper home here for the coming years (looking to buy first house!) and a mood shift is needed in the community in general to feel a bit more hopeful about this.
- Please keep the core issue in mind at all times- to improve it needs to feel like a town, not a through road- cars speeding, thin pavements, lack of safe crossings, lack of easy/ well maintained walkways are what keeps us from engaging more... and with the many new houses being built this won't improve without real work and investment. You can make the town perfect but until it feels more accessible, and less like an afterthought to the A48, people won't come. And this needs to include access from the otherwise of the A48 Bulwark, garden city etc- not just Kingsmark etc. This is both for pedestrian and drivers- some of the turnings (right out of Garden City, right out of Bulwark) are horrible, as are crossing the road as a pedestrian (worse with a pram and I imagine much worse if you're reliant on a wheelchair.) Please make sure residents feel comfortable and enjoy walking/ driving around Chepstow as a priority or you won't get the footfall!
- A48 is a very busy road and there are a number of island crossings which are not addressed as part of making it more attractive to access Chepstow and schools by foot

- Chepstow is an historic town with much character and beauty, ideally situated on the River Wye. Please stop it being choked in traffic. I know Mr. Drakeford has stopped new road building in Wales however there are many ideas out there
- to improve traffic flow and stop the pollution near Hardwick Hill.
- Local community needs to be brought on board with any plans and have an ongoing way to voice their opinions on planned developments.
- There are general negative feelings from the community not being involved in decisions such as opening / closing the high street, lack of warning about planned works and money being wasted on vanity projects without consultation (pedestrian crossing being taken out and reinstated by Superdrug, bin store by the Boat Man). There is also negative feeling towards new residents in the town, particularly aimed at those moved from Bristol who more likely have economic means to booster and bolster the economy but feel unwelcomed in the town.
- For change in Chepstow the whole community needs to be involved and have a say, not led by Facebook poles by the most vocal shouting down any differing opinions to their own. "
- It doesn't address the key issue of traffic congestion to and from the m48 and the impact this has
- Pedestrianizing the centre is not useful. It didn't work for the high street, slows transport and is dangerous - kerbs are there to protect people!
- Remove the speed bumps from bulwark which damage cars and increase emissions (speed up, slow down).
- There's no point ferrying more people to a dead high street. People visit Cribbs Causeway for popular retailers and free parking.
- You've also got the racecourse, with a Sunday Market which brought thousands of people and the opportunity for many events.
- Coleford has a music festival, transport festival and beautiful Christmas lights. Simple things!"
- Please listen to feedback and reach out to communities in surrounding areas that have made a positive impact. Chepstow will not be fixed with a new bus station
- Please start asap :)
- Stop obsessing about the green drives promoted by a minority. What people want is a return to the vibrant market town Chepstow once was. You cannot do this by reducing traffic flow and forcing everyone to walk everywhere otherwise you will have no-one visiting.
- Traffic is the biggest issue to date. We feel prisoners at times as can't get to where we want to go.
- A general Survey of all existing residents for those unable to attend meetings or who have no on-line access

- Main roads through town are too congested. Travelling in to or out of town takes much longer than it should compared to towns of similar size that have more on offer (better stores, green spaces etc)
- Stop building houses for rich commuters from Bristol
- Road improves by pink house as no give way for bus, taxis
- I think that you are trying to make Chepstow into something it's not. It was a market town same as Monmouth and Abergavenny and we should look how they've improved over the years but kept their identity
- There should be a full investigation into how the huge housing development near the station, which will dump thousands more residents and traffic into the town, was permitted with absolutely no transport improvements accompanying it.
- Please improve Chepstow and bulwark shops
- If money is not available to provide all that is proposed, please consider reducing charges on business and residents so that existing shops and services can prosper
- Please sort the traffic out
- Better shops, make the town more interesting, I'm now travelling to Yate shopping get the full package, local shops, supermarkets, coffee, kid's activities, a full day for 17 miles away.
- no parking charges, "
- Have the right people in place
- I'm encouraged by the new CTC and MCC councils and hope they can actually start to deliver on this long overdue attention to Chepstow. As a resident of 20 years all I've noticed is decline and neglect. I am an active contributor to Chepstow societies who use the Drill Hall and would like to see this venue reformed and cared for and focussed on community groups. BCC is also an invaluable space that we should cherish. Thank you!
- Build a bypass! Please! No point spending money on anything else until the traffic situation is improved

Other Email Correspondence

Dear Sadie,

The upgrading of the Chepstow castle area and Bulwark and Thornwell with paving that cars can drive over needs to be implemented in the town centre itself as a priority. Surely transforming Chepstow needs to start with the town centre itself first and foremost of all as well as the other areas included in the masterplan. It looks like the centre of town has been forgotten when it should take centre stage of the transforming Chepstow masterplan and be paved over in the same way as suggested by the castle.

In terms of priority for upgrading and paving it should be town centre first, followed by the Castle area, followed by Bulwark and Thornwell which is only a secondary shopping area not the main town. Priority must be given to the town centre high street itself and hopefully extend to Moor Street before looking elsewhere.

In addition, care needs to be taken with the materials, the laying of the paving to ensure it is fit for purpose and laid properly otherwise it will result in maintenance expense with cracking as a result. This has happened in the shared space area of Shirenewton village and there have been problems with a shared space area of Poynton in Cheshire due to the weight of lorries cracking the paving near the drains. So, the surface it is put on and how it is laid, and its future maintenance needs to be carefully considered prior to laying down to avoid unnecessary future expense.

Active travel links to nearby villages to link in the town to them have not been included. The villages in my ward nearest to Chepstow town are Pwllmeyric, Mathern and Mounton. Active travel links to villages near Monmouth and Caldicot are considered but not to villages near Chepstow town and should be included in this masterplan, particularly if there are developments in the RLDP which are at the top end of the High Beech roundabout.

Also, the need for a Chepstow relief road /by pass and improvements to High Beech roundabout needs to be included in the plan to alleviate the traffic going through Chepstow high street and to make it more feasible to have a pedestrian area in the centre of town for a longer part of the day, which is not possible due to the traffic congestion on the A48.

Thank you for the opportunity to comment on the Chepstow masterplan and please treat this as my consultation feedback.

Kind regards

[REDACTED]

Email 1

Hi Sadie- thanks - I forgot another suggestion. That is the approach to Chepstow from the Severn bridge up to high beech roundabout. Its prone to rubbish - [REDACTED] can fill you in. We could really do with a solution to that problem. It would also be nice if something could be done to make more of the approach to the town from Severn bridge - perhaps a sea of pollinator plants - just as one example. I know that area comes under Sewtra, but I doubt they would mind. Since we are home to the coral Welsh national, it would be nice to have, for example, some wicker horses on the roundabouts - or better if funding available. At the moment, the approach does not say "welcome to the gateway to Wales" - there are lots of things that could be done but wild flowers/pollinators would be great. Something that creates a real positive impression. Some sort of signage indicating any events going on in the town would be good too.

Better signage to indicate we are the gateway to Wales on the approach and that we are walkers are welcome town.

Another idea would be to have some murals painted in the two under passes in town - the one at top end by pink party shop and the other further down going to Tesco. There are so many themes that could be painted on the walls making them more pleasant and less intimidating at nighttime. Chepstow has such a history we would not be short of subject matter to paint.

I think I mentioned new benches for the dell park area, but we could do with new, low maintenance benches throughout the town centre - maybe aluminium? CTC have a horrible history in poor maintenance of benches. I think they have deleted maintenance off their list rather than do something about the matter.

It would be good to catch up on my return - perhaps on phone in case I've missed something. In the meantime, I'll send any other thoughts.

Thanks for getting in touch

[REDACTED]

Email 2

Hi Sadie - another thought is the lack of recycling bins for the public. Also, I remember talking to [REDACTED] about having some screens to put rubbish bags behind - town centre often looks terrible with bin bags out on the street, especially around the Boatman. We had that disastrous attempt by CTC to put those bins in which the public hated - that was not thought through at all.

[REDACTED]

Email 3

Hi again - something else missing is the refurbishment of public toilets. All town centre toilets need refurbishment. The ones on the riverbank by the bandstand are awful. The ones at TIC and in library car park would all benefit from refurbishment/ redecoration. None of them are particularly pleasant. I don't think any of them cater for the disabled - that's something that really should be added to the list.

[REDACTED]

Email 4

Town Gate- there is a space here that typically looks unkept with poor quality advertising. We'd like to see this given over to a professional historical scene relating to Mary Clayton with historical information. The town gate has been here for a long time and the lack of historical representation/information is poor. As is the lack of a decent historical feature relating to William Williams VC winner

[REDACTED]

Email 4

I have a rough design of a sign we would dearly love to see at the bottom end of town re the Welsh coastal path - will forward on return

[REDACTED]

Email 5

Hi again - sorry for all the emails - just sending as I remember/ think of things. I mentioned the need to spend on the museum - I can think of a few exhibitions that would be nice to see - it really needs bringing up to date as well as refreshing. The offering there really does need investment. There is a lot of space outside the museum - perhaps that could be developed in lieu of the suggested tables and chairs on the roadside. There is a lot of unused space there. Some planting to make it more attractive. Perhaps some pop-up stalls for visitors to buy local. With planting that could be an area for tea/ coffee - additional income for the museum. Needs thinking about but definitely something that could be developed

Email 6

Hi Sadie

Just following up on previous email - [REDACTED] old so thought I might as well send you some feedback now. Bear in mind am doing this from afar and without all my files to hand but here is some feedback sooner rather than later.

In general, the consultation lacks detail. A lot of theoretical but a serious lack of actual solutions. For example, within the Town Conversations, there is a reference to pollution. For years we have had an air monitoring station on Hardwick Hill, but we have not had any real solutions to date. I've known MCC to allow the felling of protected trees in the area. We cannot expect Transition Chepstow, a voluntary organisation, to come up with professional solutions. There is a reference to a need to improve infrastructure - yes there is, but what and how? Much was made of this issue when the building works down on the Mabey site for the new housing development was going through planning, but it was ignored.

When we put forward our report on the town in 2017, the Town Council resolved to work with us on the issues raised but they never did - we were left to do what we could working by ourselves or with individuals within MCC who did their best to help. In the minutes of July 2017, there was reference to other, previous reports on the town and how they had gone by the wayside. I have documentation at home going back to the 1980s and I think I have something going back to the 1930s outlining plans for the town, yet it's been on the decline since a previous Clerk, [REDACTED], retired.

My point is - how can we have confidence? The management of the recent High Street configuration during COVID was very detrimental. MCC tend to have good ideas but repeatedly lack the skill to implement successfully. Just look at the A Board debacle.

Same with CTC - just look at the recent issues with the recycling bins next to the Boatman statue. See also the reports that I sent to you in a separate email.

Here are some more specific comments:

1. Thomas Street Bus Station

This is an area very much in need of renovation. It looks seriously "dead end" and not very welcoming at all. We have been asking for help to tidy up this area for years. It took 5 years to address litter issues and around 5 years to get the new bus shelter, which has been a disaster. It "feels" like someone at MCC is determined to kill off trade at the top end of town.

Of great concern is the bus service and the impact on trade. If trade falls, and M&S were to move out, that would be devastating.

What about the taxi service on offer from this area?

in the pictures, no sign of buses and it looks as though there are tables and chairs next to the road. As the previous High Street configuration during COVID, this is not very good from a health and safety perspective and certainly not good having people breathing in vehicle fumes .

The idea of some disabled parking is a good one as this is a major issue in terms of accessing the High Street and was a major issue in the COVID pedestrianisation, which was disastrous.

There are privately owned buildings in this area in serious need of repair. How do you plan to get the landlords to renovate them - take, for example, the building owned by Victory Church. That is quite an eyesore. Myself and [REDACTED] tried to contact the owners some years ago about the state of it but to no avail. Some of the takeaways are owned/ staffed by individuals that have families overseas. All their money goes there rather than investing in improving the buildings. There has been some serious landlord neglect of buildings in this area. This is not an easy one to tackle but needs it.

2. High Street

The changes made during COVID were a good opportunity wasted. The way in which this was managed during COVID created a lot of anger and did a lot of damage to business.

The idea of coordinating shop frontage/ signage is a good one - something we have wanted for some time. Our retail consultant of 2017 came up with the idea of creating a look of a walking through town as though it were a shopping mall e.g. depicting sections

of the town, such as the Tudor looking buildings in Moor St But how will you achieve this given that we have so many private landlords who often expect their tenants to pay for structural renovations? How will you deal with corporate branded outlets?

Short term parking behind the Palmer Centre is a good one - disabled parking would be good. As mentioned above, this was very problematic during the COVID town centre layout.

The market - needs attention and could be a lot better. The placement of stalls is often a headache for businesses on days when they open as it blocks access to their premises. We were involved initially but cut out by a now ex CTC employee - could be a lot better.

3. Place Management

Town Centre Partnership - this won't work if run by Town Council. We need an employed Town Team who are skilled and experienced and not answerable to what are effectively a group of volunteers with a random set of skills and abilities. This team should be based in the town and focus on the town but regularly consult with residents as part of their brief. They should also report in to MCC and form part of the County plans.

Website - we have one, recently went live. This was created as Town Council have consistently failed to support local business and were found to have "waged war." Refer to previous email sent. I can provide you with very specific examples. Re the website - would be fantastic if we could develop that - we have lots of ideas and could get on with them a lot quicker than either council if we could get some funding. We are able to make small amounts of money go a lot further.

Events and activities - again, not if left to Town Council - no business can have faith in them. There is an assumption here that there would be an ease of cooperation - there won't. There is very little good will left. Where events are part of a business' income stream, they will not want to be at the mercy of third parties who could significantly impact income.

Empty properties - this is fraught with problems re rent payments/ insurance etc. We've looked at this several times. There are potential solutions, but they are not straightforward and again, outside the capability of Town Council to successfully manage.

4. Dell Park

This area needs serious attention in regard to benches and bins. Ideally, low maintenance furniture - perhaps aluminum. This would be the case throughout town. We have asked for help from Town Council in the past, only for us to be accused to harassing the

staff, despite Town Council being responsible for maintenance. We now know more about the horrible history of town bench maintenance by CTC.

The footpath through from Welsh St to the Library Car Park needs replacing. Every time we have rain, grooves are cut into it. I then email Nigel Leeway to put it on the list for maintenance. One day, someone will sprain their ankle - I've seen people go over after heavy rain in the area. Makes it very difficult for pedestrians and particularly difficult for prams, wheelchairs, etc. An enhanced play area would be fantastic. This area is prone to teenagers leaving litter and nitrous oxide canisters.

5. Chepstow Castle/TIC/Museum

Again, pub seating and traffic = health and safety hazard and bad for inhaling vehicle fumes.

Rationalising car park access in our main tourist spot is not a good idea. Any reduction in car park access in Chepstow is not a good idea - we actually need more as it is in such high demand.

These proposals could be detrimental to coach access which we need to bring visitors to the area.

Much better and the most obvious improvement would be plans to spend money on the museum itself, refreshing the exhibits and allowing exciting new exhibits to be created. Also, to improve the shop offering.

6. The Riverfront

This seriously lacks detail, "On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the riverbank and band stand area" - seriously? Anyone visiting that area can see how to get from the bridge to the riverbank!!!!

We have proposed "artistic features" which people can post on social media making the area world famous, but all suggestions ignored so far. One suggestion for a particular sign would make us world famous and would not cost a lot - could be paid for by CTC but again, ignored.

7. The Drill Hall

"has rapidly become a major focus in Chepstow's artistic and community life" - really? [REDACTED]

[REDACTED] The Drill Hall situation created uproar in the community - did you know that local [REDACTED] actually died during one of the meetings about its future?

This is a major project in its own right. Some work has been done by a consultant elsewhere. There are fundamental issues that have been ongoing for years which need to be resolved here relating to the management and the programme. Also, serious implications re parking in the area.

8. Upper Church Street/Bridge St

This whole area needs renovation but involves privately owned properties.

Not sure about these proposals

9. St Mary's

Again, this is a project in its own right. It is a listed building and has £50k of essential maintenance works just as a start point. The proposals are very theoretical - actually implementing them will take significant investment.

10. Bulwark

Again - lots of private landlords and the issues that brings with it but would benefit from improvement for sure.

11. Bulwark Community Centre

It would benefit the town if Community Centres and maybe the Drill Hall were put into a basket and managed away from CTC. They tend to compete with each other - they need better coordination and vision.

12. Thornwell Primary School

What about other schools in the area?

13. Play Provision

No detail

14. Active Travel Links

This is problematic - what we really need is a bypass.

15. Garden City

Can't some of this be improved now?

15. Links to Coastal Path

Chepstow seriously undersold with Coastal Path.

How will you achieve this given involvement from other organisations?

Lack of detail again

16. Kingsmark and Western Edge

Welsh Street - improving safety of children accessing school - YES

Need to provide drop off/pick up zones for parents as this is a major headache.

Another area of annoyance is the number of vehicles that park on the pavement opposite Wilko - pedestrians are often forced onto the road - often with children. inadequate parking enforcement.

Active travel - again lack of detail. Chepstow is very hilly so cycling not for everyone.

OTHER

I mentioned that I am trustee of the Severn Princess Ferry. This could be a significant tourist attraction but needs funding. We've spent a lot of time this year being filmed for TV - ITV's Vanished Wales, S4C, we've been live on Wales Online FB feed. We've just won a GAVO award for Welsh Culture and Heritage. We are currently located on the riverbank down at the Mabey new build site. Promises of funding from the Maybe development were indicated but zero has come forth. This could be an amazing feature on the Welsh Coastal Path, but we need help and funding.

Hope these notes are of help - the consultation document is fraught with issues when you get into the detail. More than happy to discuss and help. For local business, situation is very difficult at the moment. I have plenty of documentation to support the above notes if of any help.

Regards



[REDACTED]

Email 7

Forgot to say - attached our report on the town from 2017

Also, for all sorts of reasons, we've put together a town/business website which we'd like to see supported and developed Visit Chepstow – Visit Chepstow – The gateway to Wales.

We've also been working on other projects relating to town trails and maps for several years - we are currently creating a new version which will be printed in a specific way - draft attached FYI. All pulled together by volunteers and donations. Would like to see a future for them given the huge amount of time and effort that has gone into them.

[REDACTED]

[REDACTED]

Dear MCC,

Can you please confirm the reasons why proposals to enhance The Dell, Thornwell and Pembroke are included in the Chepstow Town regeneration plan, whereas a proposal to enhance St Mary's RC Primary has not been included?

As a parent of one of the pupils, PTA member and former Clerk & RFO to SACC, I am concerned by this. Are the children of St Mary's not also worthy of council funded improvements to their school? This doesn't seem egalitarian, particularly as its a small school meaning the PTA would command less funding than the others.

Can this please be reconsidered?

Kind regards,

[REDACTED]

[REDACTED]

Email

Having viewed your consultancy proposals for Chepstow, I am disappointed that you recognised and are making recommendations for improvements to three Primary Schools namely Thornwell, Pembroke and the Dell , but no mention of proposals for St Mary's RC Primary School in Bulwark, as a school we urgently need pedestrian crossing at the school entrance in Old Bulwark Road, and opposite the church in Bulwark Road , we have had two near misses of cars colliding with staff and children .

It is also noted that St Mary's has provided 16 placements for Ukraine refugees since May 2022, two have moved to higher education, two have moved back to Ukraine and one moved to Tutshill Primary on appeal against their initial application. In addition, we have 27.9% of pupils with additional learning needs compared to say the Dell with 5%, so we as a school are certainly serving the Chepstow community.

Can you please feedback why we have blatantly been overlooked in this review.

Regards

[REDACTED]

Chair of Governors

[REDACTED]

Hello

I am Vice-President of the [REDACTED] and have read your Study with interest.

Until recently I was leading a project to commission a statue of William Marshal ('The Greatest Knight') to be placed in front of Chepstow Castle- his base. In case you are not familiar with Marshal I attach a note about his life from which you will see that he was a remarkable man and one who could be used to increase tourism to Chepstow.

Chepstow needs tourism as it's trade is overshadowed by Cribbs Causeway and the statue plus an exhibition in the museum would generate interest.

I abandoned the project for health reasons and because I didn't think that raising money for a statue was appropriate in these difficult times, but I do think that this project would be of much benefit to Chepstow.

Regards,

[REDACTED]

████████████████████

WILLIAM MARSHALL – THE GREATEST KNIGHT

Possibly the most famous, influential and iconic man to be based in this county was William Marshall, Earl of Pembroke and Lord of Striguil (Chepstow) 1147 – 1219.

Books, films and television programmes have been made about this remarkable man who had his base in Chepstow Castle. He acquired this due to his marriage to a local noblewoman Isabel de Clare. Her family had extensive land holdings in England, west Wales and Ireland but her base was Chepstow Castle.

He was born of lowly stock, sentenced to death at the age of five, survived and owing to his amazing prowess in the jousting tournaments, rose to become the trusted supporter and right-hand man of five kings and was known and respected throughout Europe simply as 'The Marshall'

At the age of seventy he led an army which fought off a French invasion in 1217 after the death of King John and then became the Regent of the kingdom during the infancy of John's son, Henry III.

Perhaps his most lasting legacy however was his part in making Magna Carta the revered document that it is today.

When the struggle between King John and the Barons was at its height, and threatening to turn into civil war, Marshall was one of two trusted intermediaries (the other being Archbishop Stephen Langton) who helped to preserve the peace with the agreement at Runnymede in 1215 known as Magna Carta.

However. King John petitioned Pope Innocent III immediately and, with the Pope's support, abrogated Magna Carta shortly after he concluded it, and it was only due to his fortunate death in 1216 that the situation was saved.

His son Henry became King Henry III at the age of nine and by universal consent, Marshall became ruler of the kingdom as 'guardian of the kingdom' (in effect Regent) during Henry's infancy.

His first task was to reassure the barons that King Henry would not follow his father's duplicity by re-issuing Magna Carta in 1216 and thus establishing Magna Carta as the guarantee of the rule of law that is respected throughout the world today.

He is buried in Temple Church in London.

Email from a Local Resident

In response to your proposed plans, please see my views below:

Firstly, I suggest you leave it the hell alone. The demise of the Chepstow area and high street is at the hands of the council and town council already.

We used to have a thriving community which hosted lots of events, such as the annual carnival and hogging the bridge, which were fantastic for locals and tourists alike.

Sadly, the town council didn't like the success of these events nor the money it generated to small business, so closed them both and Caldicot in their wisdom grabbed both events with both hands - and good on them! The people of Chepstow now travel to Caldicot to support their businesses instead.

Chepstow keeps being labelled as a "market town" an identity it lost some years ago, when the council decided it would be a great idea to over build with thousands and thousands of new and unnecessary houses, turning Chepstow into a commuter town. As the council would have been fully aware, the infrastructure was not in place to support such over building and yet they act surprised that there is now a problem with traffic volume. As the council would also have been fully aware of, people do not eat, drink, shop or socialise in commuter towns. They do that in the cities where they work - again the council then acts surprised that many of the pubs and restaurants have reduced opening hours, the number of days they are open or have closed all together.

The council then decided to close the high street for two years, which was the final straw in the camel's back and no amount of money thrown at the high street now, will get people back. Why would they? In those two years they discovered the ease of shopping online and ventured else where to find lovely places to eat. Again - all thanks to the council.

The same council then decided to litter the high street with lop sided wooden monstrosities full of weeds, ensuring the high street lost all aesthetic curb appeal.

The monthly market became weekly and sprawled itself so much that the shops that used to open on a Sunday had no choice but to close, as people couldn't access the high street or the shop front. Well done there, for supporting what few shops we have left.

The same council then built a bus shelter, under a bus shelter (money well spent I am sure) which does little more than now reduce the ease in which the public may walk down the path, passing and talking to people waiting for their buses. This same bus stop also

makes manoeuvring a wheelchair or buggy from the pavement up the ramp to Marks & Spencer nigh on impossible, again driving such people, the latter of whom will be the ones actually around by day to utilise the high street, elsewhere.

The only part of town which is thriving is the lower part by the tourist information and along the riverside. Why? Because the council / town council haven't got their claws into it. Your proposals to throw money at destroying what little life we have left in town, down by the castle and riverside will be nothing short of full suicide for the entire of Chepstow.

You talk in your proposal of pop-up places for cinema, theatre and talks. We already have that, usually hosted at the Drill Hall and Chepstow school - thanks to independent people such as the Bookshop. Likewise, Castle Rock remains a great success year on year, because that too is run independently. I sincerely hope Matt & Carol refuse to hand over the reigns of their enterprises to the town council, or many years of hard work will all be wasted, as I am sure the town council will have destroyed both in no time. The town council refused to even hang the bunting for the Nashville day (another event that is run independently), so instead volunteers from the fire brigade stepped in. You see, we do still have a community here. A community that is being drained of energy and resources in fighting the council to try and retain a little of what is left.

So, my opinion as a local resident who lives in the high street and yet wouldn't step foot in it anymore, is - LEAVE IT ALONE! You've done enough damage. Spending hundreds and thousands of pounds trying to scrape back what we had, and you threw away, is futile. Every single member of Chepstow Town Council should be ashamed of themselves.

I appreciate that this survey is simply a process and not a single opinion of residents or local business owners means a jot.



<p>Name of the Officer completing the evaluation Daniel Fordham</p> <p>Phone no: 07984 024489 E-mail: danielfordham@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The Transforming Chepstow Masterplan is the placemaking plan for Chepstow. Its vision for the town is that:</p> <p><i>“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being through a focus on green solutions.”</i></p> <p>The key aims of the plan are:</p> <ul style="list-style-type: none"> • To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions. • To develop the quality and range of community infrastructure across Chepstow’s neighbourhoods that supports local well-being and improved life changes <p>The plan proposes a suite of projects which have emerged from consultation by which the vision will be realised and the aims and objectives can be met.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date</p> <p>10 May 2023</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	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some older people.	None.	N/A
Disability	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some disabled people.	None.	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some pregnant women and people with young children.	None	N/A
Race	None	None	N/A
Religion or Belief	None	None	N/A

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?
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

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>Socio-economic Duty and Social Justice</p>	<p>The masterplan's vision and aims include a focus on business and enterprise, and many of the individual projects are about creating an environment in which businesses can thrive – for example by improving the quality of the environment in the town centre, through investment in key town centre buildings, or by creating meanwhile use and pop-up opportunities for small businesses. An economically thriving town centre may create new employment and training opportunities which could benefit people suffering socio economic disadvantage.</p>	<p>None</p>	<p>The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.</p>
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3. Policy making and the Welsh language.




How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>The masterplan will be available in Welsh and consultation materials have been produced bilingually. Any new highway signs or interpretational materials delivered as part of the projects proposed in the masterplan will be bilingual, with Welsh appearing before English.</p>	<p>None.</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>None: there are no recruitment implications arising from this proposal.</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>The masterplan will be available in Welsh and consultation materials have been produced bilingually. Any new highway signs or interpretational materials delivered as part of the projects proposed in the masterplan will be bilingual, with Welsh appearing before English.</p>	<p>None.</p>	<p>N/A</p>



4. 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?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Yes. The masterplan seeks to support an economically thriving town centre, which would create opportunities for training, employment and wealth generation.	N/A
A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)	Yes. Projects proposed in the masterplan include measures to enhance biodiversity, for example in the wildflower meadow proposed for The Dell. Any public realm interventions delivered through the masterplan will include consideration of biodiversity enhancement and sustainable drainage.	Detailed specification of GI and SUDs at detailed design stage.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Yes. Improving residents' wellbeing is part of the vision and aims of the masterplan. Proposed projects include active travel schemes which encourage walking and cycling, as well as creating and supporting community infrastructure which can support wellbeing such as The Dell and the Drill Hall.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Yes. Many of the proposed projects will help to create an attractive, viable, safe and well-connected town centre.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Yes. Proposed projects include public transport and active travel improvements which will help to reduce car use and consequent negative environmental impacts.	N/A

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>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Yes. Any streets signs, highway markings and interpretational material delivered as part of the projects proposed in the masterplan will be in Welsh and English.</p>	<p>N/A</p>
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>Yes. The masterplan aims to create an economically thriving town centre, which may create new employment and training opportunities. There is also evidence that public realm and active travel improvements such as those proposed in the plan can increase inclusion and reduce inequality because of the benefits they bring to people without access to a car - a third of households in the UK, rising to two thirds for the poorest households.</p>	<p>The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.</p>

5. 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> <p>Long Term</p>	<p>Yes. Many of the projects proposed in the masterplan will remain in place for many years, and will therefore be designed with longevity and adaptability in mind. Design of public realm and active travel measures delivered through the masterplan will include measures to ensure SAB compliance, potentially including rainwater gardens or other measures which and help future proof the project in terms of climate change as well as ensuring biodiversity enhancement. The proposals build in measures to encourage modal shift in accordance with Llwybr Newydd.</p>	<p>N/A</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>Yes. The masterplan has been developed jointly with Chepstow Town Council, and was the subject of an extensive consultation and engagement process which included a wide range of stakeholders. It is proposed that a joint masterplan delivery group, bringing together the county and town councils and potentially other stakeholders, should be established to oversee implementation of the masterplan.</p>	<p>N/A</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>Yes. The masterplan was the subject of an extensive consultation and engagement process which included a wide range of stakeholders.</p>	<p>N/A</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>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Yes. There are concerns about the economic fragility of Chepstow town centre and particularly about vacant shops and the poor condition of some town centre buildings. Projects proposed in the masterplan will address these issues directly through investment in buildings and creation of opportunities in vacant units, and more widely as part of an approach which seeks to foster an economically vibrant town centre.</p>	<p>N/A</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. Improving wellbeing is part of the vision and aims of the masterplan, and many of the proposed projects will have a direct impact on wellbeing.</p>	<p>N/A</p>

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: 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?
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

7. What evidence and data has informed the development of your proposal?

The masterplan is rooted in a detailed review of baseline evidence, as summarised in the plan and set out in detail in accompanying data report.

8. 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 main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed in the masterplan.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in an economically thriving town centre.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.
- No impact on safeguarding or corporate parenting.

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9. 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
Seek a decision from Cabinet on the adoption of the masterplan.	Following feedback from Place Scrutiny Committee	Daniel Fordham, Regeneration Manager.

10. 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.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Place Scrutiny Committee	April 2023	n/a

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Monmouthshire's Scrutiny Forward Work Programme 2023-24

Place Scrutiny Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
25 th May 2023	Public Spaces Protection Order for Dog Controls	To scrutinise the latest report before going out to public consultation.	Huw Owen	Policy Development
	Regeneration priorities and funding	To scrutinise the priority projects for bids for WG Strategic grant funding to 24/25.	Daniel Fordham Mark Hand Paul Griffiths	Policy Development
	Transforming Chepstow Masterplan	To scrutinise the Transforming Chepstow Masterplan to inform future regeneration priorities and grant bids.	Daniel Fordham Mark Hand Paul Griffiths	Policy Development
6 th July 2023				
28 th September 2023	Economic Development Strategy	To scrutinise the Monmouthshire Business Growth & Enterprise Strategy and action plan in setting the economic ambition for the county.	Hannah Jones James Woodcock	Pre-decision Scrutiny
	Local Transport Policy	To scrutinise the Local Transport Plan.	Deb Hill Howells Catrin Maby	Pre-decision Scrutiny
	Replacement Local Development Plan Preferred Strategy	To scrutinise the RLDP Preferred Strategy, including any proposed changes arising from the public consultation.	Mark Hand Paul Griffiths	Pre-decision Scrutiny
9 th November 2023	Community Improvement Team	To scrutinise the team's operations and organisation.	Carl Touhig Nigel Leaworthy Catrin Maby	Policy Development

Monmouthshire's Scrutiny Forward Work Programme 2023-24

Place Scrutiny Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
	Road Safety Strategy	To scrutinise the Road Safety Strategy.	Mark Hand Catrin Maby	Pre-decision Scrutiny
	Pavement Café Policy	To scrutinise the pavement café policy as the basis for making decisions on applications for licences.	Mark Hand Paul Griffiths	Policy Development
14th December 2023	Monmouth Placemaking Plan	To conduct pre-decision scrutiny.	Mark Hand Paul Griffiths	Pre-decision Scrutiny
	Magor Placemaking Plan	To conduct pre-decision scrutiny.	Mark Hand Paul Griffiths	Pre-decision Scrutiny
1st February 2024	Scrutiny of the Budget Proposals	Scrutiny of the budget mandates relating to the committee's remit.	Peter Davies Jonathon Davies Councillor Garrick	Budget Scrutiny
14th March 2024				
10th April 2024				
To be confirmed	<u>Workshop :</u> Replacement Local Development Plan 2018-2033	To brief members on the Replacement Local Development Plan 2018-2033 and discuss next steps.	Mark Hand Craig O'Connor Rachel Lewis	Scrutiny Workshop

Monmouthshire's Scrutiny Forward Work Programme 2023-24

Place Scrutiny Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
To be confirmed (moved from 9 th Nov)	Local Flood Strategy	Pre-decision scrutiny of adoption of the Local Flood Strategy. Update on Section 19 flooding investigation reports.	Mark Hand Catrin Maby	Pre-decision Scrutiny
To be confirmed (moved from 9 th Nov)	Destination management Plan	To conduct pre-decision scrutiny.	Matthew Lewis	Pre-decision Scrutiny
To be confirmed	Monlife Heritage Strategy		Tracey Thomas	
To be confirmed	Active Travel Plans	Across Highways and MonLife		

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Place Scrutiny Committee

Action List

19th April 2023

Minute Item:	Subject	Officer / Member	Outcome
6	To enquire whether public consultations can go out on My Monmouthshire emails with a link and reminders for people to take part in them	Abigail Barton / Jan Whitham	Response sent to members, 26 th April.
6	To provide a tabular format showing how the proposals and features meet the stated objectives	Daniel Fordham	Included in the revised report.
6	To check whether the proposals will make it difficult or impossible for coaches to turn around in the area around the toilets	Daniel Fordham	Officers have confirmed with the designer that coaches will still be able to turn; included in the revised report.
7	Add Community Improvement Team work to FWP	Carl Touhig / Nigel Leaworthy	Added to 28 th September agenda

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Committee / Decision Maker	Meeting date / Decision due	Report Title	Responsible Cabinet Member	Purpose	Author	Date item added to the planner
Council	01-Jul-25	RLDP for Adoption	Paul Griffiths - Sustainable Economy	To adopt the RLDP following receipt of the Inspector's report, making it the County's Development Plan as defined by S38(6) of the Planning and Compulsory Purchase Act 2004	Mark Hand / Rachel Lewis	23-Aug-22
Council	01-Sep-24	RLDP submission for examination	Paul Griffiths - Sustainable Economy	To endorse the submission of the Deposit RLDP to the Welsh Government for examination by an independent Inspector. By agreeing, Council will be saying it wants this document to be the adopted RLDP for Monmouthshire.	Mark Hand / Rachel Lewis	23-Aug-22
Council	18-Apr-24	RLDP Deposit Plan endorsement for consultation	Paul Griffiths - Sustainable Economy	To endorse the Deposit RLDP for public consultation and engagement.	Mark Hand / Rachel Lewis	5-Jan-23
ICMD	17-Apr-24	Welsh Church Fund Working Group - meeting 4 held on 7th March 2024	Rachel Garrick - Resources		Dave Jarrett	30-Mar-23
Cabinet	10-Apr-24	Adoption of Abergavenny Placemaking Plan	Paul Griffiths - Sustainable Economy	To adopt the Abergavenny Placemaking Plan, co-produced with Abergavenny Town Council, to inform future regeneration priorities and grant bids	Mark Hand / Dan Fordham	3-Oct-22
	06-Mar-24	2023/24 Revenue and Capital Monitoring - Month 9	Rachel Garrick - Resources		Jon Davies	27-Apr-23
Cabinet	18-Jan-24	Adoption of Magor Placemaking Plan	Paul Griffiths - Sustainable Economy	To adopt the Magor with Undy Placemaking Plan, co-produced with Magor with Undy Town Council, to inform future regeneration priorities and grant bids	Mark Hand / Dan Fordham	3-Oct-22
Cabinet	18-Jan-24	Adoption of Monmouth Placemaking Plan	Paul Griffiths - Sustainable Economy	To adopt the Monmouth Placemaking Plan, co-produced with Monmouth Town Council, to inform future regeneration priorities and grant bids	Mark Hand / Dan Fordham	3-Oct-22
Cabinet	10-Jan-24	Monmouthshire Destination Management Plan			Matthew Lewis	10-Feb-22
ICMD	03-Jan-24	Welsh Church Fund Working Group - meeting 3 held on 7th December 2023	Rachel Garrick - Resources		Dave Jarrett	30-Mar-23

Cabinet	13-Dec-23	Local Flood Strategy	Catrin Maby	To adopt the Local Flood Strategy Plan	Mark Hand / Ross Price	4-Oct-22
Cabinet	13-Dec-23	2023/24 Revenue and Capital Monitoring - Month 6	Rachel Garrick - Resources		Jon Davies	27-Apr-23
Cabinet	08-Nov-23	Pavement Café Policy	Paul Griffiths - Sustainable Economy	To adopt the pavement café policy as the basis for making decisions on applications for licences	Mark Hand / Paul Keeble	4-Oct-22
Cabinet	08-Nov-23	Road Safety Strategy	Catrin Maby	To adopt the Road Safety Strategy	Mark Hand / Paul Keeble	4-Oct-22
Council	26-Oct-23	Appointment of Monmouthshire Local Access Forum		To secure the appointment of members to the Monmouthshire Local Access Forum for its next 3 year period.	Matthew Lewis	18-Jan-23
ICMD	25-Oct-23	LDP Annual Monitoring Report	Paul Griffiths - Sustainable Economy	To endorse the LDP Annual Monitoring Report for submission to WG	Mark Hand / Rachel Lewis	16-Jan-23
ICMD	25-Oct-23	Planning Annual Performance Report	Paul Griffiths - Sustainable Economy	To endorse the Planning Department Annual Performance Report for submission to WG	Mark Hand / Rachel Lewis	16-Jan-23
Council	23-Oct-23	Appointment of Monmouthshire Local Access Forum		To secure the appointment of members to the Monmouthshire Local Access Forum for its next 3 year period.	Matthew Lewis	18-Jan-23
ICMD	11-Oct-23	Welsh Church Fund Working Group - meeting 2 held on 14th September 2023	Rachel Garrick - Resources		Dave Jarrett	30-Mar-23
Cabinet	04-Oct-23	Economic Development Strategy			Deb Hill Howells	16-May-23
Cabinet	04-Oct-23	2023/24 Revenue and Capital Monitoring - Month 4	Rachel Garrick - Resources		Jon Davies	27-Apr-23

Cabinet	04-Oct-23	Local Transport Plan	Catrin Maby	To adopt the Local Transport Plan	Debra Hill-Howells / Christian Schmidt	4-Oct-22
Cabinet	06-Sep-23	Proposal to establish a Welsh medium seedling school in Monmouth		Cabinet to consider objection report and make final determination on how to proceed.	Debbie Graves	27-Mar-23
ICMD	02-Aug-23	Welsh Church Fund Working Group - meeting 1 held on 22nd June 2023	Rachel Garrick - Resources		Dave Jarrett	
Cabinet	27-Jul-23	Adoption of Transforming Chepstow Masterplan	Paul Griffiths - Sustainable Economy	To adopt the Transforming Chepstow Masterplan, co-produced with Chepstow Town Council, to inform future regeneration priorities and grant bids	Mark Hand / Dan Fordham	3-Oct-22
Cabinet	27-Jul-23	The Review of Respite Services For People With Learning Disabilities			Ceri York	14-Mar-23
Cabinet	26-Jul-23	Respite Opportunities for People with Learning Disabilities	Tudor Thomas - Social Care & Safeguarding	To provide an overview of the Review of Respite Services for people with learning disabilities and seek approval for implementation of the report's recommendations	Ceri York	9-Dec-22
Council	20-Jul-23	Economic Development Strategy		REFRESHING THE MONMOUTHSHIRE BUSINESS GROWTH & ENTERPRISE STRATEGY and action plan in setting the economic ambition for the county and providing a strategic framework that guides future economic	Hannah Jones	9-Jan-23
Council	20-Jul-23	Freedom of the Borough Presentation			Joe Skidmore	5-May-23
Council	20-Jul-23	RLDP Preferred Strategy consultation report	Paul Griffiths - Sustainable Economy	To endorse the RLDP Preferred Strategy including any proposed changes arising from the public consultation.	Mark Hand / Rachel Lewis	3-Oct-22
ICMD	12-Jul-23	transfer the school balances for both Deri View and King Henry VIII School to the new King Henry VIII 3 – 19 School.	Rachel Garrick - Resources	Both King Henry VIII School and Deri View Primary school are closing on 31 st August 2023 and the new King Henry VIII 3 – 19 School will open on 1 st September 2023, under a statutory closure of schools the financial balances transfer to the Local Authority,	Nikki Wellington	4-Apr-23
ICMD	12-Jul-23	Highways Traffic Regulation Amendment Order 11	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - parking/waiting restrictions at Justins Hill and Wyesham Avenue, Wyesham; Main Road and Castle Way, Portskewett; Loading Restriction, DYLS	Mark Hand	28-Mar-23

Cabinet	05-Jul-23	The Review of My Day My Life			Ceri York	14-Mar-23
Cabinet	05-Jul-23	2022/23 Revenue and Capital Monitoring - Outturn Report	Rachel Garrick - Resources		Jon Davies	27-Apr-23
ICMD	28-Jun-23	Highways Traffic Regulation Amendment Order 10	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - Exception Orders to identify those restricted roads that will remain 30mph in September 2023 instead of defaulting to 20mph	Mark Hand	3-Oct-22
Council	22-Jun-23	Standards Committee Annual Report		This report is the first annual report from the Standards Committee to Council as required by the change in law set out in the Local Government and Elections Act 2021. It has to report on the discharge of the Committee's	Matt Phillips	10-Oct-22
Council	22-Jun-23	Gwent Public Services Board Well-being plan		To approve the Public Services Board's Well-being Plan that sets out the steps being taken collaboratively by public services to improve wellbeing in Gwent ahead of approval by the Gwent Public Services Board.	Richard Jones	20-Jan-23
Council	22-Jun-23	Chief Officer Children and Young People's Report 2023			Will McLean	14-Feb-23
Cabinet	07-Jun-23	Transforming Towns Strategic Grant regeneration priorities and LUF3 bid	Paul Griffiths - Sustainable Economy	To agree the priority projects for bids for WG Strategic grant funding to 24/25 and the submission for round 3 of Levelling Up Funding	Mark Hand / Dan Fordham	3-Oct-22
Cabinet	07-Jun-23	RESERVATION OF GRAVE PLOTS IN LLANFOIST CEMETERY		To seek cabinet approval to cease the provision of reserving grave spaces (not incl cremated remains plots) in Llanfoist Cemetery	Rhian Jackson	7-Nov-22
Cabinet	07-Jun-23	Proposal to establish a Welsh medium seedling school in Monmouth		Cabinet to consider the results of the consultation, recommendations and decide whether to publish statutory notices.	Debbie Graves	27-Mar-23
Cabinet	07-Jun-23	Socially Responsible Procurement Strategy	Rachel Garrick - Resources	To endorse the Socially Responsible Procurement Strategy	Scott James	22-Aug-22
ICMD	24-May-23	Highway Traffic Regulation Amendment Order 9	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - including Llantrisant 20mph village lane, 40mph through road, possibly Llantrisant (Usk to Wentwood) 50mph; 20mph Gilwern and surrounding villages	Mark Hand	14-Apr-23

Council	18-May-23	Political Balance Report		The Council is required to review at, or as soon as practicable after, the Council's annual meeting, the representation of different political groups on the bodies to which the Council makes appointments.	Matt Phillips	2-Feb-23
Council	18-May-23	Outside Bodies Report		To appoint representatives to serve on outside	Matt Phillips	2-Feb-23
Council	18-May-23	Appointments to Committees		To appoint committees together with their membership and terms of reference in accordance with the Council's Constitution.	Nicola Perry	2-Feb-23
Council	18-May-23	Constitution update		For the Monitoring Officer to bring proposed amendments and highlight changes made over the previous 12 months	Matt Phillips	2-Feb-23
Council	18-May-23	Corporate Parenting Strategy			Diane Corrister	24-Aug-22
Cabinet	17-May-23	Review of Home to School Transport Policy 24/25.	Martyn Groucutt - Education	The purpose: Is to seek approval to commence consultation on proposed amendments to the Home to School Transport Policy for the academic year 2024/25.	Deb Hill Howells	12-Apr-23
Cabinet	17-May-23	Monnow Street public realm improvements	Paul Griffiths - Sustainable Economy	To agree how we proceed with proposals for Monnow Street public realm following consultation	Mark Hand / Dan Fordham	6-Mar-23
ICMD	10-May-23	Highways Traffic Regulation Amendment Order 9 MOVED TO 24TH MAY	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - including Llantrisant 20mph village lane, 40mph through road, possibly Llantrisant (Usk to Wentwood) 50mph; 20mph Gilwern and surrounding villages	Mark Hand	3-Oct-22
Council	20-Apr-23	Motion for the Rivers and Oceans update		Deferred - new date to be advised	Hazel Clatworthy	10-Jan-23
Council	20-Apr-23	Community and Corporate Plan		To seek approval of a new Community and Corporate Plan that sets the direction for the council and county of Monmouthshire, articulating the authority's purpose and priorities alongside the steps we will take to deliver these, the	Matt Gatehouse	6-Feb-23
ICMD	12-Apr-23	Welsh Church Fund Working Group - meeting 4 held on 9th March 2023	Rachel Garrick - Resources		Dave Jarrett	

Cabinet	05-Apr-23	Rapid Rehousing Transition Plan	Sara Burch - Inclusive and Active Communities	To agree a plan to transition the delivery of homelessness that minimises the use of and the time homeless applicants spend in temporary accommodation	Rebecca Cresswell / Ian Bakewell	24-Jan-23
ICMD	22-Mar-23	Non Domestic Rates application for Hardship Relief - RESTRICTED	Rachel Garrick - Resources		Ruth Donovan	
ICMD	22-Mar-23	Highways Traffic Regulation Amendment Order 8	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - including Monmouth Road, Raglan no right turn onto A40; resi permit parking at Exmouth Place, Chepstow and Ross Road, Abergavenny; 3T weight restriction on Old Wye Bridge Chepstow; waiting	Mark Hand	
Council	09-Mar-23	Pay Policy		To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act."	Sally Thomas	1-Feb-23
Council	09-Mar-23	Council Tax Premiums			Peter Davies	18-Jan-23
Council	09-Mar-23	Capital Strategy & Treasury Strategy			Jon Davies	17-May-22
Council	09-Mar-23	Youth Council			Jade Atkins	7-Dec-22
ICMD	08-Mar-23	Proposed amendment to primary school catchment area – Llandenny Village	Martyn Groucutt - Education		Debbie Graves	10-Jan-23
ICMD	08-Mar-23	Highways Traffic Regulation Amendment Order 8 DEFERRED TO 22 MARCH	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order - including Monmouth Road, Raglan no right turn onto A40; resi permit parking at Exmouth Place, Chepstow and Ross Road, Abergavenny; 3T weight restriction on Old Wye Bridge Chepstow; waiting	Mark Hand	
Council	02-Mar-23	Final Budget Sign Off including Council Tax Resolution			Jon Davies	
Cabinet	01-Mar-23	2023/4 Final Revenue and Capital Budget Proposals			Jon Davies	17-May-22

Cabinet	01-Mar-23	2023/4 WCF/Trust Treasury Fund Investments			Dave Jarrett	17-May-22
Cabinet	01-Mar-23	Month 9 budget monitoring report			Jon Davies	6-Feb-23
Cabinet	01-Mar-23	Monmouthshire ECO Flex 'Joint Statement of Intent and Memorandum of Understanding'			Steve Griffiths	16-Nov-22
Cabinet	01-Feb-23	Tudor Street				9-Jan-23
ICMD	25-Jan-23	Highway Traffic Regulation Amendment Order No 7	Catrin Maby - Climate Change and Environment	Agreement to make the traffic order	Mark Hand	15-Dec-22
ICMD	25-Jan-23	Community Council and Police Precepts - final	Rachel Garrick - Resources		Jon Davies	17-May-22
Council	19-Jan-23	'To determine the name for the new 3-19 School in Abergavenny		'To determine the name for the new 3-19 School in Abergavenny	Cath Saunders	28-Nov-22
Council	19-Jan-23	Council Diary		To confirm the Council Diary 23/24	John Pearson	14-Dec-22
Council	19-Jan-23	Appointments		A report for Council to appoint or ratify a number of appointments to bodies and positions	Matt Phillips	
Council	19-Jan-23	Community and Corporate Plan				
Council	19-Jan-23	Tudor Road Call-In			Nicola Perry	3-Jan-23

Council	19-Jan-23	Council Tax Reduction Scheme			Ruth Donovan	31-May-22
Cabinet	18-Jan-23	Garden Waste			Carl Touhig	21-Dec-22
Cabinet	18-Jan-23	Draft Revenue & Capital Proposals			Jon Davies	
Cabinet	18-Jan-23	Council Tax Premiums Consultation - Long Term Empty Properties and Second Homes			Ruth Donovan	
Cabinet	18-Jan-23	Proposal to establish a Welsh Medium Seedling school in Monmouth		To seek cabinet approval to commence statutory consultation processes to establish a Welsh Medium seedling provision in Monmouth.	Debbie Graves	23-Sep-22
ICMD	11-Jan-23	Clydach Ironworks Enhancement	Sara Burch - Inclusive and Active Communities	To seek approval for the transfer of land associated with the Clydach Ironworks Enhancement Scheme	Matthew Lewis	8-Dec-23
ICMD	11-Jan-23	Welsh Church Fund Working Group			Dave Jarrett	17-May-22
Cabinet						

Monmouthshire Select Committee Minutes

Meeting of Place Scrutiny Committee held at The Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA with remote attendance on Wednesday, 19th April, 2023 at 2.00 pm

Councillors Present

County Councillor Lisa Dymock (Chairman)
County Councillors: Louise Brown, Emma Bryn, Ben Callard, Tomos Davies, Jane Lucas, Maria Stevens, Jackie Strong, Catrin Maby, Paul Griffiths, Sara Burch, Catherine Fookes and Ann Webb

Officers in Attendance

Hazel Ilett, Scrutiny Manager
Robert McGowan, Policy and Scrutiny Officer
Frances O'Brien, Chief Officer, Communities and Place
Matthew Gatehouse, Head of Policy, Performance and Scrutiny
David Jones, Head of Public Protection
Huw Owen, Principal Environment Health Officer (Public Health)
Daniel Fordham, Project Manager
Claire Sullivan, Regeneration Project Manager

APOLOGIES: Councillor Ian Chandler

1. Declarations of Interest

Councillor Davies declared a personal interest in relation to the petition in Item 4, being employed by a compostable packaging company.

2. Public Open Forum

The lead petitioner Ffion Maidment Cardenas spoke on the subject of the petition in Item 4.

3. Petition: Single Use Plastic Bags - To agree whether to refer to the Executive or full Council for action

To agree whether to refer to the Executive or full Council for action. Councillor Lucas introduced the petition. The committee agreed to refer the petition to the Cabinet Member, Catrin Maby.

4. Public Spaces Protection Order (PSPO) for Dog Controls - For members to inform how to proceed with the next stage of the draft PSPO

Cabinet Member Paul Griffiths introduced the report. Huw Owen presented the report and answered the members' questions with David Jones.

Challenge:

We can pass laws and establish fines but enforcement and its method is always the challenge, when it comes to having an impact.

The PSPO process itself is helpful as a reminder to the public about picking up waste, where to take their dogs, etc. If we declare any dogs on leads exemption areas, they will be signposted appropriately. One option for enforcement is for authorisations to be spread across a number of directorates/departments. We also have parking enforcement officers who carry out proactive patrolling of car parks etc.; we are already discussing whether they can be authorised. The review of littering and flytipping will address this area, too, as it relates to fixed penalty notices and community support officers, in particular. Officers are also working on intelligence in following up complaints, particularly as owners tend to walk their dogs in the same places.

How would the new controls affect trustees of land? For example, in relation to the land in Caldicot for which the trustee is the Town Council, and which includes a play park and sports field.

As stated in Recommendation 2.3, we have sent correspondence to all town and community councils, setting out the proposed dogs on leads and dogs exemption areas for each council. They can come back to us with any concerns and questions, which might pertain to the land in Caldicot, in that instance. Those details will be considered on a case-by-case basis. If a certain area such as a park is included in a PSPO, it becomes an offence to breach the rules that are to be agreed. Beyond that, the Trust's control of the land should not be affected.

Would an officer be allowed to implement a ticket on a trustee's land? Some owners disregard the signs in Caldicot, leading to big problems with the field. The Police have said that nothing can be done without a by-law. Where would a by-law come in, if at all?

The PSPO will set out exactly the areas that are covered, on the Council's website and by explicit signage in the area concerned. So, the rules should be absolutely clear to anyone entering an area, and a resource implication in the report therefore concerns signage.

Regarding enforcement, is there more information about what is available? How many authorised officers are there in the county? What is the budget for enforcement?

Currently, the authorised officers are across Environmental Health and the Waste and Street Cleaning sections, for the current designation order that's in place, and the Fouling of Lands Act. It is unlikely there will be scope to substantially increase budgets to take on Enforcement Officers but that's to be considered in one option. But there could be authorised officers in other sections such as Estates, Leisure, etc. We have 5 Environmental Health officers and a number of potential officers in Waste and Street Cleaning who could be authorised, as well as 4-5 civil parking enforcement officers. From experience, dedicating technical officers to proactive patrolling for dog fouling isn't cost effective or efficient. It is more a case of ensuring that there are officers to act on intelligence i.e. from public complaints.

How would the public know that they are dealing with authorised officers, and what will be the reporting mechanism?

Our Environmental Health officers have been carrying out enforcement for decades. When officers approach dog owners they explain who they are and show their authorisation, so they don't have to be in uniform. There are set procedures that need to be followed when dealing with the public. If officers from other departments are authorised they will be trained in what to do and say, as we did with the community support officers a few years ago.

Would officers show an MCC I.D. or would they need a card to show that they are authorised to carry out enforcement? What are the practicalities? Will there be a separate email address or any publication for anonymous crime reporting?

An officer would approach somebody who are believed to have committed an offence, introduce themselves and explain that they are an authorised officer. We would not expect them to show authorisation from the council or head of public protection at that time. If the member of the public is issued with a fixed penalty notice, the order would clearly set out where appeals could be made and contact numbers, contact emails, etc.

I approve of Dogs Trust's comments about off-lead exercise, but it needs to be in appropriate areas. Perhaps the inclusion of marked sports areas perhaps needs further scrutiny. Is there any evidence that signage has an effect on behaviour or are regular campaigns more effective?

I'm not aware of evidence about the effectiveness of signage. We do know that we need to make the rules clear. In our neighbouring local authorities where PSPOs are in place, the signs in the parks are clear as to exactly what can be done and where. This would also be a useful opportunity to take down old signs, and to have one clear message to dog owners, which could include a map of the park showing where the leads and exemptions areas are. Awareness will be an incremental process, working with Comms on a campaign, and having information on the website about the PSPO coming in, and the expectations. And it will be a case of building on the improvements in recent decades in terms of high street dog fouling – changing attitudes is the best way to get people to comply. Town and Community Councils will be empowered to communicate with their residents about the expectations, hence Recommendation 2.3.

Recommendation 2.2 is vitally important: if someone isn't carrying bags to pick up after their dog then they obviously have no intention of doing so. Though someone might simply run out. How would that situation be handled?

Consistency of enforcement is really important. There also has to be judgement from the enforcing officer e.g. if someone says they don't have bags because their dog has already gone and the bags have been used. Each case needs to be taken on its merits, and officers will also often be acting on intelligence rather than just on how a situation presents itself in the moment.

Is it expected that a resource/budget would need to be found to support officers to pursue these fixed penalty notices? Would there be any wider impacts to the current operation of the dog waste contract that's administered on behalf of town and community councils?

No, this report doesn't touch on the dog waste collection aspect. As for additional resources, proactive patrolling would not be effective in delivering enforcement. So, if we were given a sum of money to employ another officer or two and report back on how many fixed penalty notices have been issued, we would have concerns about being able to demonstrate efficiency and effectiveness.

Chair's Summary:

Cabinet Member: Implementation is unlikely to succeed without investment in effective signage – orders can't be issued if the public hasn't been warned. Some of the figures suggested are around £20k; as an Executive, we will need to face up to that. I am persuaded that there can be a sensible training programme of staff, and that there shouldn't therefore be a revenue implication on staffing. From experience in another authority, the change from existing signage which has a voluntary look to it, to PSPO signage led to more self-policing, with people feeling it is legitimate for them to police their neighbours. We can learn a lot from elsewhere.

Chair: Thank you to the officers. The recommendations 2.1-2.5 have been scrutinised in detail. Members raised concerns about how we can ensure robust enforcement, how controls will affect Trustees of Open Spaces, resources and the budget for enforcement, how will the public identify the enforcement officers and how will intelligence be received. There are questions about whether we know how effective signage is on behaviour and will there be any resource implications. It was suggested that if someone doesn't have the right receptacles on their person, they could be given a warning letter. I think it's vitally important that we continue to raise awareness around picking up after your dog and work with many partners and stakeholders to tackle the issue. But it is equally important to offer dog exclusion zones for other members of the public. Members of the public and Town and Community councils will welcome the recommendations outlined in this report as we know it's a very emotive subject, especially on neighbourhood social media accounts and something that we as counsellors receive a large number of complaints on.

5. Monnow Street Design - To scrutinise the proposed design for Monnow Street following community engagement and consultation

Cabinet Member Paul Griffiths introduced the report. Daniel Fordham presented the report and answered the members' questions with Claire Sullivan.

Challenge:

In reality, the thoroughfare of cars is an important part of Monmouth, especially if something happens e.g. when emergency vehicles need to access areas. So another avenue for cars is important.

One of the core elements of the proposal is that Monmouth needs to maintain traffic for exactly that reason e.g. when the dual carriageway is closed. So, it's not pedestrianised, we're not creating a shared space, so the volume of traffic that Monnow Street can deliver will be exactly the same as now. The existing situation is itself not perfect though, and when one of the two routes is blocked it causes problems elsewhere, but it's not negatively affected by these proposals.

Are there not too many crossings e.g. one either side of the bus station?

The number of crossings has been the subject of much discussion. There were more in earlier versions of the design, so we've taken out some and have tried to find a balance i.e. not overburdening the street with crossings but ensuring that wherever someone wants to cross there is a convenient and safe opportunity to do so nearby. The balance might not be perfect yet but that's the direction of travel.

It is a worry that the carriageway will be even narrower than it is currently as, even now, buses have problems turning on to Monnow Street. It only takes one person parking badly to cause a problem. Would the change to the crossing places by the Robin Hood make it too tight for large vehicles?

The Monnow Street carriageway has historically been very wide – were a street like this built now, it would be much narrower. That would not affect its capacity to deliver traffic through. The proposed width is 6.3 metres, which is still more than enough for two HGVs or buses to pass each other. With buses exiting from the bus station, and the corner at the Robin Hood, the designers have tracked those to make sure that large vehicles can make those turns. If this design proceeds we would revisit that tracking at detailed design stage to confirm that those movements can be made.

If the parking spaces go in at the angles they are currently – albeit they are only temporary – it will encourage people to get into spaces that aren't really there. So that needs to be looked at.

Vehicles parked illegally always have the potential to block Monnow Street, and that risk would not be removed through this design. But the fact that there's more formal parking provision, in particular for loading and unloading – which is one of the things that tends to be a source of illegal or antisocial parking – should improve that situation. Nevertheless, as always, some level of enforcement will be required.

Disabled bays left out of the bus station could be wider to give security to the drivers. Can that be done?

Our understanding is that the disabled parking spaces would be wider than standard parking. That might mean that some of the adjacent standard parking spaces would also be wider, but that's exactly to create more space for disabled people to exit vehicles safely.

Has the amount of electric charging that will be required in future been factored in to these plans?

The existing short stay parking on Monnow street is for 30 minutes only; our assumption is that that would continue. I'm not sure to what extent that provides a meaningful opportunity for EV charging; nevertheless, we could make passive provision for that infrastructure to be delivered and if it would be useful to install it then we could potentially deliver that as part of the scheme. Parking colleagues could say what's going on in terms of EV infrastructure in car parks more generally.

We want more people to come into the town but we are getting rid of many of the parking spaces.

There are 631 parking spaces in Monmouth and an additional 20+ being created in the new car park. There is no significant loss of parking between the existing situation and what is proposed here, and the reduction in parking from the pre-Covid situation is only a dozen spaces or so which, in the context of the 600+ spaces elsewhere in Monmouth – most of which are very close to Monnow Street – is not a significant number. The vast majority of people visit Monnow Street to do things which would take longer than half an hour, so the short stay parking is not really appropriate for most of the people who currently visit. If one of the objectives, generally, is to encourage people to visit more often but also spend time there then longer stay parking is going to be of significance.

521 responses from a population of 10,000 seems like a very small number to risk £6.1m? We haven't asked residents the simple yes/no question of whether they would like to return to the situation pre-Covid, or move forward with something different.

The question about the return to the previous pre-Covid layout was in effect asked in the consultation in phase one of this piece of work, in late 2020. One of the options considered as part of that was a return to the pre-Covid layout, and the report discusses this. The majority of respondents were in favour of options that delivered some sort of change along these lines. In the appraisal of options that's been done by consultants and by colleagues, a return to that previous layout would not address any of the issues that have been identified in Monnow Street and there's no evidence that that would address the wider concerns around the town centre economy.

Can we not wait until we are past this cost of living crisis, so that businesses don't suffer too much? How can this be implemented without disrupting businesses? How will it be managed?

Yes, there's no way of delivering a scheme like that which would not entail some disruption to businesses. Our job would be to ensure that we minimize that as far as possible by carefully planning and phasing the works in terms of time scales. If this scheme were to proceed, we then move on to detailed design, which would take another 9-12 months and then there's work to be done on securing funding. That funding question will be the subject of a report that's coming to Cabinet in June, so we can perhaps revisit that one at that point.

Is it possible for public consultations go out on My Monmouthshire emails with a link and reminders for people to take part in them?

This will be raised with the Comms team. – **ACTION**

How many disabled parking spaces are there?

The proposal has 6 disabled spaces in Monnow Street and an additional 3 around the corner, created near the toilet block. But there would be space to increase that by enlarging other spaces, if that was the preference.

How will features in the proposal meet the objectives stated? A tabular format would be very helpful for showing this.

This can be provided – **ACTION**

Would removal of the only controlled crossing on Monnow Street contravene the objective to improve accessibility to all, with a specific emphasis on visual impairments? Can we be reassured that clear routes will remain for residents with disabilities?

There isn't a proposal to remove the existing signal-controlled crossing – it would just be moved slightly – so there would still be one in broadly the same place, in addition to the other courtesy crossings that are proposed. We're looking at clearly demarcating, possibly through physical marks on the footway zones, in which activity could take place that are designed to ensure that there's a clear route through for all users, but that's particularly of interest to disabled users and partially-sighted users. Those zones would be marked with tactile paving to make it easier for them to be navigated.

Does short-term parking on both sides not run counter to the objective for the scheme to contribute to the carbon reduction agenda and improve cyclability on the street?

One of the impacts of both the reduction in the width of the carriageway and in other design features, such as the greening and the introduction of some very gentle curves in Monnow Street, will be to slow vehicles down. The additional crossings are likely to do that as well, which will bring safety benefits for cyclists.

How does this plan complement other schemes to improve connectivity and accessibility?

It's out of the scope of this particular piece of work but where we know there is potential for those to come forward is, for example, the planning application for Hebron Hall, just off Monnow Street, where a connection through is proposed – we've allowed for that in the design here. If other proposals for those kind of lateral connections were to come forward when we're designing the scheme we can ensure they are marked in the same way. More generally, the Placemaking Plan would look to pick up the issue of how we can improve that kind of connectivity. We need to make sure that in the future design development of this scheme, assuming it proceeds and if there's any future design development of the Blestium Street scheme, that we keep in mind the need to make them sit together as a single piece even if they couldn't be delivered at the same time.

Was a feasibility study carried out, taking into account the underground structures and differences in levels on Monnow Street?

Some initial work has been done on that but we would normally expect to do the bulk of that at the detailed design stage. It's inevitable that some changes will need to be made during that stage as the evidence from surveys and so on comes forward, so we've done that initial piece of work but we'll do more of that in the next phase to ensure that the scheme is deliverable.

Is it possible to have further information on the expected duration of planned engineering works, should they go ahead?

It's probably too early to be able to say with confidence but something like this should be 6-9 months in total. That wouldn't be the whole street at once – we'd like to take a phased approach so that the effect on businesses is minimised.

Can you confirm whether the gateway infrastructure will include raisable bollards?

They don't currently feature in the proposals but that's not to say that they could not.

Would pedestrian crossings prevent the free flow of traffic, given that 84% of those answering the survey arrive by car?

We asked people for all of the modes of transport that they use, so people – particularly those who live close by – might on some occasions drive to town but might also walk or cycle, or on other occasions use public transport. So, although 84% of respondents use a car to travel to Monnow Street, 61% of respondents also walk. There's probably fairly significant overlap between those two i.e. people are sometimes cycling, sometimes walking, and sometimes using the car.

But the results are split up as if they don't overlap – should the question not have been "What's your main mode of transport to the high street?"

It's not intended to be understood in that way. We thought it was important to understand all of the different modes by which people travel to Monnow Street and then we've looked at the results by all of those who said that they drive (even if they also use other modes of transport), all the people who say that they walk (even if they also use other modes of transport), and the variation in the responses that we get from that is quite interesting. The responses to the proposal from those who drive is broadly in line with the overall response: people are generally in favour of most aspects of the design proposals.

What is the current number of spaces for able-bodied and disabled people, and what would be the situation in regard to this?

There are 600+ parking spaces in Monmouth, most of which are very close to Monnow Street. There are 33 spaces in the proposal, which is a reduction of 12 from the pre-Covid layout and no significant reduction from the existing arrangements. In the context of those 600+ parking spaces it's a relatively small reduction, and the parking on Monnow Street has always relied on people not parking on the High Street.

With many saying that they use Monmouth for top-up shopping, it's helpful to have a close space – has that been properly taken into account?

Top-Up shopping has been part of the rationale for retaining some on-street parking on Monnow Street, keeping roughly the existing levels and it comes back to finding a balance. Most of the parking spaces in Monmouth are within easy walking distance of Monnow Street and therefore are accessible for most people who are doing that kind of Top-Up shopping.

Wider pavements would mean a drainage issue – where will the water go? Looking at engineering and water flow is an important point.

The drainage issues that have arisen have been worsened by the temporary Covid measures that are in place now – they were designed and installed at speed. Some of

the very careful design that we would expect to do for a scheme such as is proposed here, which is a permanent scheme, perhaps wasn't possible at the time. We would look to address all of the issues that have arisen from the temporary scheme in the design of the permanent scheme.

Where are the resources for the £6.1m budget?

£6.1m is an estimate that was done for a similar scheme last year so we wouldn't say that that's exactly the cost but it will likely be similar. A separate paper coming to Cabinet in June will consider regeneration priorities and funding for this and other schemes, so perhaps that can be picked up then.

Match funding would be about £3m – is that in the budget already and where would the rest come from?

For the most likely sources of funding for this scheme, the match funding requirement is either 10% or 30%, so it's unlikely to be 50%. We've not yet discussed how that budget is allocated. What we intend to do through the current process, subject to the comments today, and the decision when this reaches Cabinet, is to have an adopted scheme which we can then progress in terms of design and use as a tool for securing funding for delivery.

Is there a strong business case for this to go forward, in view of the expenditure involved?

This is effectively a binary question about whether or not this scheme should proceed. That question was effectively asked in consultation at an earlier stage and the work that's been done subsequently shows that a return to the pre-Covid layout wouldn't deliver against the objectives that have been set for the scheme. The response from businesses in the one-to-one business consultation was overwhelming. There is some evidence in the report – case studies from elsewhere – of the economic impact of similar schemes which demonstrate the value of this kind of activity.

Will we lose the bays for the tourist coaches? Will they be able to turn around, rather than being sent back up the street?

There's no current proposal as part of this scheme to remove the coach parking on Blestium Street and there are no changes that are proposed in the area around the toilets that would prevent them turning around, but we can check that – **ACTION**

Chair's Summary:

The committee discussed whether there could be a further round of consultation, ideally with a simple yes or no question as to whether there should be a return to the pre-Covid layout.

Officers noted that there have been three rounds of consultation on this scheme already, over two and a half years. Given that it is difficult to engage people in consultations on this sort of scheme, having 500 people attend the drop-in sessions and more than 500 responses to a survey in a town of Monmouth's size is quite positive. It

would be very unusual to receive an overwhelming endorsement for any scheme of this type. The responses give a clear picture on most questions, with roughly 60-40 in favour.

Members were largely split on the matter, with many different and nuanced views. The committee can't require that further consultation takes place, but requested that officers note the strong opinions and arguments concerning re-consultation, and take away the points that were raised today.

Ward Member for Monnow Street: The designs are undoubtedly an improvement on the confusing situation as it stands – Monnow Street is beautiful but tired. I know several Osbaston residents who love the proposals; overall, it seems to be about 60/40 of my residents in favour, with all wanting something done. The consultations were really well attended – the Saturday consultation in Monmouth was very busy, in particular. Previous consultations have had large numbers of respondents because the proposal was very unpopular, so that should be borne in mind. Some businesses said they would like only loading bays and disabled parking in the high street – these proposals seem to be a good compromise in that regard. Extra loading bays will help with blockages. Young people like the idea of crossings in more places and the safety they will bring.

Cabinet Member: I've found the debate very constructive and useful. The Cabinet discussion on this has been deferred for a few weeks so there's going to be plenty of time, and I will ensure that the Cabinet report reflects as clearly as possible the range of points that have been made relating to a whole range of subjects.

Chair: Our high streets and town centres provide vitally important functions such as being focal points for local communities, a centre point for economic activity, job creation and retention, draw many of the visitors and tourists to Monmouthshire, and spaces for leisure. We need to continue to want to make our towns more attractive and listen to our residents' views.

The number of people who engaged in these consultations was quite disappointing and that's something we need to take away but I'm pleased with the comments raised, such as: it's important to maintain the two-way traffic, potentially the use of herringbone parking, some felt that there were too many crossings, were concerned about the size of disabled bays, asked if cabling will be installed ready for electric power points for bikes and cars, and asked whether consultations can go out on MyMonmouthshire emails with the link to try to increase participation.

A number of members wanted to go back to reconsultation on whether we return to the pre-Covid layout. We must ensure that we minimize the impact on businesses for the works. Questions were raised around tourist coaches returning, the features and how they meet the objectives, accessibility, especially for blind and partially-sighted, whether a feasibility study has been carried out, how we will work with the conflict between vehicles and cyclists, and accessibility for either side of Monnow Street. There were questions around the drainage and engineering options that have been considered and where will the 3.1 match funding come from.

There's a mixed view of the proposals made by officers today, which is likely a true reflection on residents' views, so I hope officers and Cabinet members will go away and consider what's been said today.

6. Place Scrutiny Committee Forward Work Programme and Action List

A member asked that a report about the Community Improvement team be added to the work programme – ACTION

7. Cabinet and Council Work Planner

8. To confirm the following minutes:

Ordinary Meeting of Place Scrutiny Committee dated 12th January 2023

The committee approved the minutes.

Special Meeting of Place Scrutiny Committee dated 2nd February 2023

The committee approved the minutes.

9. Next Meeting

Thursday 25th May 2023 at 10.00am.

The meeting ended at **4.43 pm**.

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