Public Document Pack

Neuadd y Sir
Y Rhadyr
Brynbuga
NP15 1GA

County Hall
Rhadyr
Usk
NP15 1GA

Tuesday, 2 December 2025

Dear Councillor

CABINET

You are requested to attend a **Cabinet** meeting to be held at **Steve Greenslade Room, County Hall, Usk** on **Wednesday, 10th December, 2025,** at **4.30 pm.**

AGENDA

1. Apologies for Absence

2. Declarations of Interest

3. ABERGAVENNY, MAGOR WITH UNDY AND MONMOUTH PLACEMAKING PLANS — 1 - 806

   Division/Wards Affected: Abergavenny, Magor with Undy and Monmouth

   Purpose: This report provides an overview of the placemaking plans which have been developed for Abergavenny, Magor with Undy and Monmouth, and invites Cabinet to approve the plans and agree their adoption.

   The report also seeks Cabinet's approval for the establishment of joint placemaking delivery groups in partnership with town councils Abergavenny, Magor with Undy and Monmouth. These groups, along with existing placemaking partnership groups in Caldicot, Chepstow and Usk, will consider in collaboration with Monmouthshire County Council how and when projects will be delivered according to resources and funding opportunities such as Transforming Towns Placemaking Grant and the Pride in Place Impact Fund.

   Author: Daniel Fordham, Regeneration Manager

   Contact Details: danielfordham@monmouthshire.gov.uk

4. SOCIALLY RESPONSIBLE PROCUREMENT POLICY — 807 - 814

   Division/Wards Affected: All

   Purpose: To present the Socially Responsible Procurement Policy (Appendix One) for consideration.

   Author: Cath Fallon, Head of Strategic Change, Partnerships and

Procurement
Rhys James, Strategic Procurement Lead

Contact Details: Cathfallon@monmouthshire.gov.uk
Rhysjames@monmouthshire.gov.uk

5. PUBLIC SERVICES OMBUDSMAN FOR WALES ANNUAL LETTER 2024-25 — 815 - 818

Division/Wards Affected: All

Purpose: The purpose is to fulfil the expectation of the Public Services Ombudsman for Wales that their report is brought to the attention of Cabinet.

Author: Annette Evans, Customer Relations Manager

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6. NATIONAL JOINT COMMITTEE FOR THE NATIONAL ADOPTION SERVICE FOR WALES AND FOSTER WALES — 819 - 826

Division/Wards Affected: All

Purpose: This report sets out a proposal to amend the quoracy required for the National Joint Committee meetings via a 'Deed of Variation'. The report sets out the reasons for the proposal and seeks cabinet approval for the variation.

Author: Jane Rodgers, Strategic Director Social Care, Safeguarding and Health

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7. STRATEGIC RISK ASSESSMENT — 827 - 854

Division/Wards Affected: All

Purpose: To provide Cabinet with an overview of the current strategic risks facing the authority.

Author: Richard Jones, Performance and Data Insight Manager
Hannah Carter, Performance Analyst

Contact Details: richardjones@monmouthshire.gov.uk
hannahcarter@monmouthshire.gov.uk

8. COMMUNITY AND CORPORATE PLAN PERFORMANCE UPDATE — 855 - 892

Division/Wards Affected: All

Purpose: To provide Cabinet with an update on the progress that has been made to deliver the objectives set out in the Community and Corporate Plan 2022-28.

Author: Richard Jones, Performance and Data Insight Manager

Hannah Carter, Performance Officer

Contact Details: richardjones@monmouthshire.gov.uk
hannahcarter@monmouthshire.gov.uk

Yours sincerely,

Paul Matthews
Chief Executive

CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Mary Ann Brocklesby	**Leader** Lead Officers – Paul Matthews, Matthew Gatehouse, Peter Davies, Will Mclean Whole Authority Strategy and Direction Whole authority performance review and evaluation, including DDAT Relationships with Welsh Government, UK Government and local government associations Regional Relationships including CJCs. PSBs and cross boarder Emergency Planning	Llanelly
Paul Griffiths	**Cabinet Member for Planning and Economic Development Deputy Leader** Lead Officers – Will McLean, Craig O'Connor Economic Strategy Skills and Employment Replacement Local Development Plan Placemaking and the development of market and affordable housing Placemaking and Transforming Towns Car parking and civil parking enforcement Development Management Building Control	Chepstow Castle & Larkfield
Ben Callard	**Cabinet Member for Resources** Lead Officers – Peter Davies, Matt Gatehouse Finance including MTFP and annual budget cycle Revenue and Benefits Human resources, payroll, health and safety Land and buildings Property maintenance and management Strategic procurement	Llanfoist & Govilon
Laura Wright	**Cabinet Member for Education** Lead Officers – Will McLean, Ian Saunders Early Years Education All age statutory education Additional learning needs/inclusion Post 16 and adult education School standards and improvement	Grofield

	Community learning Sustainable communities for learning Programme Youth service School transport	
Ian Chandler	**Cabinet Member for Social Care, Safeguarding and Accessible Health Services** Lead Officer – Jane Rodgers Children's services Fostering & adoption Youth Offending service Adult services Whole authority safeguarding (children and adults) Disabilities Mental health Wellbeing Relationships with health providers and access to health provision	Llantilio Crossenny
Catrin Maby	**Cabinet Member for Climate Change and the Environment** Lead Officers – Debra Hill-Howells, Craig O'Connor, Ian Saunders Decarbonisation Transport Planning Highways and MCC Fleet Waste management, street care, litter, public spaces and parks Pavements and Back lanes Flood Alleviation Green Infrastructure, Biodiversity and River health	Drybridge
Angela Sandles	**Cabinet Member for Equalities and Engagement** Lead Officers – Matthew Gatehouse, Ian Saunders, Jane Rogers, James Williams Community development, inequality and poverty (health, income, nutrition, disadvantage, discrimination, isolation and cost of living crisis) Citizen engagement and democracy promotion including working with voluntary organisations Citizen experience - community hubs, contact centre, and customer service and registrars, communications, public relations and marketing Leisure centres, play and sport Public conveniences Electoral Services and constitution review Ethics and standards Welsh Language Trading Standards, Environmental Health, Public Protection, and Licencing	Magor East with Undy

Sara Burch	**Cabinet Member for Rural Affairs, Housing & Tourism** Lead Officers – Craig O'Connor, Ian Saunders Local Food production and consumption, including agroforestry and local horticulture Homelessness, Temporary accommodation, private sector housing, (empty homes leasing schemes, home improvement loans, disabled facilities grants and adaptive technology), Allocation of social housing Broadband connectivity Active Travel Countryside Access and Rights of Way Tourism Development and Cultural Services	Cantref

Aims and Values of Monmouthshire County Council

Our purpose

To become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

Objectives we are working towards

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community and are valued;
- Learning place where everybody has the opportunity to reach their potential

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
sir fynwy

SUBJECT:	**ABERGAVENNY, MAGOR WITH UNDY AND MONMOUTH PLACEMAKING PLANS**
MEETING:	**CABINET**
DATE:	**10 DECEMBER 2025**
DIVISION/WARDS AFFECTED:	**ABERGAVENNY, MAGOR WITH UNDY, MONMOUTH**

1. PURPOSE:

1.1. This report provides an overview of the placemaking plans which have been developed for Abergavenny, Magor with Undy and Monmouth, and invites Cabinet to approve the plans and agree their adoption.

1.2. The report also seeks Cabinet's approval for the establishment of joint placemaking delivery groups in partnership with town councils Abergavenny, Magor with Undy and Monmouth. These groups, along with existing placemaking partnership groups in Caldicot, Chepstow and Usk, will consider in collaboration with Monmouthshire County Council how and when projects will be delivered according to resources and funding opportunities such as Transforming Towns Placemaking Grant and the Pride in Place Impact Fund.

2. RECOMMENDATIONS:

2.1. That Cabinet approves the Abergavenny, Magor with Undy and Monmouth placemaking plans and agrees their adoption.

2.2. That Cabinet approves the establishment of placemaking delivery groups for those towns with the relevant town councils, which will agree terms of reference including membership and the ability to review and revise the placemaking plan action plans from time to time as required.

3. KEY ISSUES:

3.1. The Abergavenny, Magor with Undy and Monmouth placemaking plans have been coproduced by the county council and the three relevant town councils. Focusing primarily on the three town centres, the plans are each the outcome of a community-led process in which the vision, goals and priorities have been shaped and directed by the views of local stakeholders and communities.

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.'

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. However it is envisaged that placemaking plans can also be used to help lever in or allocate funding to support delivery from a wide range of sources.

3.5. The development of placemaking plans for Abergavenny, Magor with Undy and Monmouth is an action in the council's Community and Corporate Plan 2022-2028. Placemaking plans or equivalent documents are already in place for Chepstow and Usk. In Caldicot, work has begun on the development of a placemaking plan to replace the Town Centre Regeneration Strategy which was produced in 2018.

3.6. The Abergavenny, Magor with Undy and Monmouth placemaking plans were commissioned in May 2024 jointly by the by the county council and the three relevant town councils. Their development has been overseen by steering groups established for each of the three towns, comprising elected members from the town and county councils as well as representatives from other key stakeholder organisations. A team of consultants led by Chris Jones Regeneration and including Roberts Limbrick (architects and urban designers) and Owen Davies Consulting was awarded the contract to develop the three plans following a competitive tender process.

3.7. In each town, the process of developing the placemaking plan has followed five key stages:

- Understanding the place:
    - Review current policy, strategy, programmes and projects
    - Understand the character of the town centre
    - Analyse data and statistics
    - Walk and talk with stakeholders around the town centre
    - Share findings with local stakeholders
- Visioning and visualising:
    - Visualising strategic direction and outcomes
    - Development of regeneration project ideas

    - High level concept design for physical projects
    - Placemaking plan proposals
    - Stakeholder workshop – vision and proposals review
- Community consultation
    - Promotion and publicity for proposals
    - Community drop-in sessions
    - Community survey – online/hard copy
    - Targeted sessions with key stakeholders and groups
- Draft plan preparation
    - Review of consultation findings
    - Prepare placemaking plan documents and supporting information
    - Feedback to placemaking plan steering groups
    - Revision of documents
- Delivery of final placemaking plan documents

Stakeholder and community participation

3.8. Engagement with local stakeholders and communities has been central to the development of the three placemaking plans. The three steering groups have played a vital role as representatives of their local communities, whether as elected members or town or county councils or as nominees from key stakeholder and community organisations. More broadly the development of each plan was informed by:

- Workshops with stakeholders focused on coming to a shared view of challenges and opportunities, and on shaping the visions and goals for the plans
- Town walkabouts with stakeholders, to consider challenges and opportunities on the ground
- Wide range of discussions one to one and with smaller groups, to understand specific needs and priorities and ensure broader representation
- A substantial community consultation exercise in each town, with drop-in sessions in community venues, an exhibition of ideas and proposals (available to view in the town as well as online) and community survey (online as well as with paper copies available at multiple locations in each town centre)

3.9. The three plan documents include summaries of feedback from stakeholders and an overview of the consultation process and key messages from responses – including highlighting the ways that community feedback shaped the final plan and its priorities. Each plan is supported by a detailed report of consultation as well as a short consultation summary report: these are provided as appendices to this report.

The placemaking plans

3.10. Each of the plans includes a vision statement, developed in collaboration with local stakeholders and the steering group, which imagines the town centre in the future following the successful implementation of the placemaking plan. The vision statements

are supported in each plan by a number of delivery goals and supporting objectives. Finally, the placemaking plans set out clearly prioritised proposals for a wide range of projects by which the vision and goals will be realised.

3.11. The placemaking plans are provided as appendices to this report. The vision and delivery goals for the three plans are set out below. In each case the vision imagines the town at the end of the delivery period for the placemaking plan, reflecting what has been achieved through the implementation of its plan.

3.12. The vision for Abergavenny is:

Cradled by three iconic hills, Abergavenny has become a more vibrant, eventful town where heritage, community and commerce come together. Its thriving market hall, historic streets and independent businesses create a lively backdrop for festivals and events that draw people from near and far. Excellent transport links and a walkable town centre make it easy to explore, and nearby parks, meadows, rivers and trails are cherished by visitors and locals alike. Powered by strong partnerships, Abergavenny is a well-connected, welcoming town – rich in culture, food, well-being and opportunity. A great place to live, visit and do business.

3.13. The plan sets out five delivery goals for Abergavenny:

- *Making a welcoming gateway*: Abergavenny has key gateways where people arrive from the south, east and west. But their character does not reflect the town's special identity, and they don't clearly announce or direct visitors into the centre. In addition, some spaces on the edge of the town centre have the potential to contribute positively to the experience for locals and visitors, but lack investment. Stronger links between the town's train station, bus station and the town centre need to be developed as part of the roll out of the town's active travel network.
- *Creating people-friendly streets*: Past regeneration activity has brought benefits with the town's High Street, Frogmore Street, Nevill Street and street-based links to Morrisons food store creating a more people friendly environment in the heart of the town centre, which businesses have responded to. Changing the A40 through the town from a road to a street is important for commercial viability, people's experience of the town centre and health and well-being. Improvements to the Cross Street approach, including the Angel Corner and the A40 through Monk Street and by Bailey Park are key to link attractions on the edge of the town centre.
- *Building a 21st century market town*: The town's markets are an intrinsic part of its appeal and identity. There's an important need to consider the role of markets within the town's economy and that fosters new start-ups, co-operative working and continues to animate this cherished town centre space. The physical fabric of the building needs to be improved and there is an opportunity to explore whether the indoor market space could work more efficiently for traders and for visitors. Links to arts and culture at the Borough Theatre and community learning in the library should be strengthened.
- *Connecting our heritage and culture*: Although the town centre is generally performing well, there is an opportunity to support and connect the town's heritage and cultural assets. This includes linking St Mary's Priory campus, Plas Gunter

Mansion and the castle and museum as a cluster of heritage attractions that reflect the town's history and offer a potentially important draw in the lower part of the town centre. The focus for arts and culture is on the combined offer of the Borough Theatre, the Melville Arts Centre, local galleries and performance venues as well as events and festivals.

- *Future-ready and well-managed*: Equip Abergavenny to thrive for future generations by using smart, sustainable technologies that enhance everyday life. Make it easier for people to walk, cycle and explore the town with better digital wayfinding and real-time visitor information. Support local businesses and events through digital tools, while using smart systems to improve cleanliness, maintenance and environmental performance. Prioritise green infrastructure and nature-based solutions to help the town adapt to future needs in a changing climate

3.14. The Magor with Undy vision is:

Magor with Undy is a community known for its welcome in the Gwent Levels. Centred around its village square, local people meet for a coffee bumping into visitors who are exploring Magor Marsh and its lanes that lead down to the Severn estuary. Destination shops and eating places attract people from outside the area, with the village known for events, festivals and social gatherings. Its recently opened Magor with Undy walkway train station has made the area accessible to all, with its diversity of homes attracting people of all ages due to the open space and range of community activities that bring residents together.

3.15. The Magor with Undy plan includes four delivery goals:

- *Gateways*: Announcing the village centre from the two entrances on the B4245 is critical to first time visitors finding the heart of Magor Square. The community feel and location on the Gwent Levels are intrinsic to its identity and any associated gateway elements such as signage, landscape and how road junctions are treated should reflect this identity. For those coming by car, parking needs to be easily found, especially coming in from the western side, before stepping out into the village centre. A new entrance into the community will also be from the future walkway train station with the need for passengers to walk and cycle through a series of improved links and community spaces that lead you into Magor Square.
- *Arrival in the Square*: Magor Square and its neighbouring streets have a charm and character that needs to be recognised and brought to the fore. Pedestrian links into the Square from neighbourhoods, car parks and rural lanes need to be enhanced in a way that promotes a series of people friendly spaces and places and supports local businesses by creating a safe, pleasant and communal environment. The Square needs to be event proof for larger, annual events through to smaller pop-up activities. It also needs to be welcoming for walkers, cyclists and other visitors with cycle facilities, seating, water points and other facilities.
- *Heritage and the Levels*: The location of Magor with Undy on the Gwent Levels is an untapped product that the village centre needs to maximise in terms of the story of the Levels and a base to explore from. The Magor boat, Procurator's House/Priory, St Mary's Church and Magor Marsh are just a few of the places and finds that visitors need enhanced interpretation that is physical and digital and

rooted within the village centre offer. How Magor with Undy links into other nearby communities through active travel and public transport is important for an integrated Gwent Levels experience.

- *Community life*: The role and function of Magor with Undy as a place to live needs to be supported by a range of local services and facilities which meet the needs of an age balanced community. The village centre needs to retain and grow community assets that provide for places to meet, advice and outreach, health and well-being services whether this be through public/ private/community providers. Recreation and sports facilities need to connect with residents so that they are accessible and used with good pedestrian links that connect in with strategic active travel networks.

3.16. Finally, the vision for Monmouth is:

Monmouth has become more vibrant, colourful, and welcoming – a town where rich heritage shapes everyday life and where residents and visitors alike enjoy its lively atmosphere and strong sense of community. Celebrated as the "Jewel of the Wye Valley," the town proudly showcases its historic charm, blending heritage with modern-day attractions. Historic sites host cultural festivals and artisan markets, reinforcing Monmouth's unique identity, while green, welcoming streets offer thriving retail, diverse eating out, and entertainment. Weekly events, cycling routes, and a revitalised riverside create a dynamic, connected, and sustainable community, making Monmouth a leading destination for culture, leisure, and exploring the natural beauty of its surroundings.

3.17. Five delivery goals are proposed for Monmouth:

- *Creating a lively town centre*: Monmouth's streets and squares will be welcoming, inclusive places where people want to spend time, with thriving businesses and regular activities.
- *Celebrating our history and rivers*: Monmouth will showcase its unique heritage and riverside identity, with well-connected historic landmarks and improved access to both rivers.
- *Building community spirit*: Monmouth will have a strong sense of community, with residents actively shaping the town's future and inclusive spaces for all ages.
- *Making a better welcome*: Monmouth will be easier and more pleasant to arrive in, with attractive gateways and intuitive wayfinding that reflect the town's character.
- *Future-ready and well-managed*: Monmouth will be equipped for future generations through smart sustainable approaches and coordinated management.

Delivery and funding

3.18. It is proposed that joint delivery groups, including (as a minimum) representation from elected members at county and town level, should be established to drive and oversee the delivery of the Abergavenny, Magor with Undy and Monmouth placemaking plans. Such groups are already in place in Chepstow and Usk, where placemaking plans have previously been developed and adopted.

3.19. The placemaking plan steering groups which have led the development of the plans would provide a suitable basis for these delivery groups, and it is proposed that they are re-established with this function. The county council's regeneration team will provide the secretariat for these delivery groups. An early task for the delivery groups will be to review their membership and consider whether there are other stakeholders who might usefully contribute to their work in delivering the plans. This could include, for example, local business groups or community organisations.

3.20. The Welsh Government Transforming Towns Placemaking Grant funding, which has been allocated to the county council for 2025/26 and 2026/27 to support the delivery of relatively small-scale regeneration and placemaking projects in town centres, will provide an opportunity to bring forward early priority projects in all six towns in the county. Monmouthshire was awarded £700,000 per year for each of the two years.

3.21. The Placemaking Grant funding was the subject of a report to Cabinet on 21 May 2025, when an indicative delivery plan for the use of the funding was agreed. This indicative delivery plan was informed by early priorities emerging at the time from the Abergavenny, Magor with Undy and Monmouth placemaking plans, as well as by priorities identified by the Usk and Chepstow placemaking delivery groups and by the steering group established to oversee the development of the new Caldicot placemaking plan. Delivery is already underway against this plan, focusing on small scale public realm schemes and grants for improvements to buildings in town centres as set out in the indicative delivery plan.

3.22. In addition to the Welsh Government Placemaking Grant funding, Monmouthshire has also recently been awarded £1.5m funding from the UK Government's Pride In Place Impact Fund programme for 2025/26 and 2026/27. The purpose of this funding is closely aligned with the placemaking agenda which has guided the development and delivery of placemaking plans in Monmouthshire. The three objectives of the Pride in Place Impact Fund are as follows:

a. Community spaces: creating, extending, improving or refurbishing existing community facilities and enabling community organisations to take control or ownership of underused but valued local assets.
b. Public spaces: enhancing the physical environment in public spaces - examples of initiatives include new or improved green spaces or public squares, improved outdoor play, sports and leisure spaces, installing street furniture, public art or wayfinding.
c. High street and town centre revitalisation: making these areas more attractive and welcoming places where people congregate and which encourage economic activity. Examples of initiatives that could be funded are shop frontage improvements, adaptations that bring premises back into use, streetscape improvements, public art, trails and wayfinding, and creating or improving the infrastructure for regular markets.

3.23. This funding therefore provides a further opportunity for early delivery against priorities set out in the three new placemaking plans for Abergavenny, Magor with Undy and Monmouth, as well as the existing plans in Chepstow and Usk and emerging priorities to be identified as part of the process of developing a Caldicot placemaking plan.

3.24. It is proposed that the local steering and delivery groups which are already in place in Caldicot, Chepstow and Usk, and which are proposed to be established in Abergavenny, Magor with Undy and Monmouth, will play a key role in advising on the allocation of both Placemaking Grant and Pride In Place funding against the delivery of projects and programmes at a local level. It is expected that the local MP and MS will also be engaged in this process.

3.25. Further stakeholder and community consultation will be carried out as part of the development of individual projects identified in the placemaking plans. This will be proportionate to the scale of the project.

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 10.

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

- Potential positive impacts on the protected characteristics of age, disability, pregnancy/maternity and sex.
- Potential positive impacts in relation to socio-economic duty arising from investment in town centres and benefits this may bring in particular to people in poverty.
- 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. An options appraisal is provided in the table below.

Options	Benefits	Risks	Comments/mitigation
Do nothing.	• No demand on resources of MCC or the three town councils	• Vision and goals of placemaking plans unlikely to be realised. • Resources expended in developing placemaking plans will be wasted • Loss of trust of those involved in development of placemaking plans • Precludes access to Welsh	• Not recommended

Options	Benefits	Risks	Comments/mitigation
		Government grant funding	
Adopt placemaking plans and deliver projects independently	• Reduced demand on MCC and the three town councils resources as delivery groups will not be established • Potential for more rapid decision making in absence of delivery group	• Duplication of effort by respective councils • Implementation fragmented and lacking benefits from pooling human and financial resources • Partners do not feel that they are part of a bigger strategy • Reduced interest from funders as lack of evidence of partnership working	• Not recommended
Adopt placemaking plans and establish joint delivery groups as recommended here	• Promotes partnership working between organisations which can have benefits beyond those identified in the placemaking plans • MCC departments have the expertise and powers to be able to implement many of the actions identified in the placemaking plans once funding has been secured • Delivery is overseen by democratically accountable councils	• Failure to secure funding for priority projects, jeopardising realisation of placemaking plan visions and goals	

6. EVALUATION CRITERIA

6.1. The section “Visualising Success for Our Town Centre” in each of three placemaking plans sets out outputs and outcomes which could form part of an evaluation of the impact of the plans and of the proposed projects and activities. These vary between the plans depending on the specific goals agreed for each plan.

6.2. Further evaluation criteria may be identified for individual projects within the plans as they are brought forward for development and delivery.

7. REASONS:

7.1. The adoption of the three placemaking plans will enable the county council to move forward with the delivery of the plans, and in particular the priority projects which it identifies. Abergavenny and Monmouth town council have already adopted the relevant placemaking plans, and Magor with Undy town council is expected to do so in the near future, allowing the councils to progress implementation in partnership.

7.2. As noted, the placemaking plans are a prerequisite for the Welsh Government’s Transforming Towns funding, which is expected to be a key source of funding for the delivery of the plans. Failure by the council to adopt the plans could therefore jeopardise access to this funding source.

7.3. The joint placemaking plan delivery groups, bringing county and town councils together with other key local stakeholders 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.

8. RESOURCE IMPLICATIONS:

8.1. The establishment of a joint placemaking plan delivery groups will have resource implications for elected members and others who are members of the delivery groups. As noted above, 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.

8.2. Existing Transforming Towns Placemaking Grant and Pride In Place Impact Fund allocations are expected to support the delivery of some priority projects in 2025/26 and 2026/27. However, implementation of further projects identified in the placemaking plans, and in particular of larger scale projects, will require additional funding, and further external grant funding is likely to be required to support delivery. 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 councils as appropriate. Many grants will require match funding from the county council, town councils and/or others. This will be explored on a project-by-project basis.

9. CONSULTEES:

9.1. Consultation on the Abergavenny, Magor with Undy and Monmouth placemaking plans is summarised above in section 3 and described in more detail in the consultation reports provided as appendices. MCC officers were also consulted in the development of the placemaking plans.

9.2. The Council's Place Scrutiny Committee considered the three placemaking plans on 6 November 2025. The committee endorsed the recommendations that were proposed to be made to Cabinet in relation to adoption of the plans and establishment of placemaking delivery groups. The committee also made comments in relation to the need for appropriate resources and capacity to deliver the plans, the importance of ongoing community engagement and consultation through the delivery of the plans, and how the impact of the placemaking plans will be measured and evaluated.

9.3. In addition the following have been consulted on this report:

- MCC officers
- Cabinet member for sustainable economy
- SLT

10. BACKGROUND PAPERS:

10.1. The three placemaking plans, as well as consultation reports and consultation summary reports, are provided as appendices.

10.2. The Cabinet Report setting out the indicative delivery plan for the Council 2025/26 and 2026/27 Transforming Towns Placemaking Grant funding allocation is available here.

11. AUTHOR:

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Abergavenny

Placemaking Plan

October 2025

monmouthshire sir fynwy

Cyngor Tref **Y Fenni**
Abergavenny Town Council

Trawsnewid Trefi
Transforming Towns

This document has been prepared on behalf of :

Monmouthshire County Council /
Abergavenny Town Council

Cyngor Tref **Y Fenni**
Abergavenny Town Council

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Project: 11372

Date: 17.10.25

Version: v5

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Introduction

What Placemaking Is

Placemaking is about creating places where people want to live, work, visit and spend time. It's a way of thinking that puts people at the heart of planning decisions, making sure that new developments and improvements to existing areas help communities thrive.

Rather than looking at individual buildings or streets in isolation, placemaking takes a broader view. It considers how different parts of a place work together - the shops, homes, parks, transport links and community facilities - and how they can better serve the people who use them every day.

Good placemaking creates areas with their own distinct character and identity, where people feel a sense of belonging and pride. It focuses on making places that are attractive, accessible, safe and vibrant and that support people's health, happiness and wellbeing.

Why Abergavenny Needs a Placemaking Plan

Over the years, many places have lost their unique character as development has happened piecemeal, without considering the bigger picture. This has led to 'placelessness' - areas that could be anywhere and that lack the special qualities that make people care about them.

Abergavenny's location, setting and market town character provide good foundations for its town centre, giving it a strong identity, locally and nationally. However, like many market towns, it faces challenges: loss of banks, traffic congestion and the challenge of maintaining an age-balanced population.

A placemaking plan provides focus, coordinating efforts across different organisations and tapping into funding streams. Rather than tackling problems one at a time, it provides a shared vision that everyone can work towards. This makes it more likely that improvements will complement each other and create lasting positive change.

Purpose and Scope of This Plan

This placemaking plan sets out a vision and framework for improving Abergavenny town centre over the coming years. While the focus is on the town centre - roughly the area from the southern bus station area to the Brecon Road shops to the north - the plan also considers its immediate neighbourhoods, nearby parks, and its train station.

The plan aims to:

- Create a shared vision for Abergavenny's future that reflects what local people and businesses want to see
- Identify the key opportunities and challenges facing the town centre
- Set out practical projects and improvements that can be delivered over time
- Provide evidence to help secure funding from various sources
- Guide decision-making by councils, businesses and community groups

The plan will help demonstrate local priorities to regional and national organisations, making it easier to access grant funding and align different services and investments.

What Placemaking Is

What This Plan Can and Cannot Do

Through extensive consultation with residents, businesses and local groups, we know there are many things you want to see improved in Abergavenny. This plan can directly address some of these issues, while others need different organisations to act.

What This Plan Will Deliver:

- Improvements to town centre streets and public spaces
- Support to bring empty buildings back into use
- Linking public transport hubs in the town centre with active travel
- Maintaining and managing key assets such as the Indoor Market Hall
- Better connections between heritage sites and attractions
- Enhanced signage and wayfinding throughout the town centre
- Building on the town's programme of events and street-based activities
- Support for local businesses and entrepreneurs.

These are areas where the town Council, county council and local partners can make direct progress.

What Requires Wider Action: The county council and other strategic organisations need to lead on many of the issues raised while preparing this plan, and understand how they relate to the town centre experience:

- **Housing:** Planning for sustainable growth through the emerging local development plan, with proposed housing sites to integrate with the town, and additional infrastructure to meet increased need
- **Employment:** Enabling employment opportunities within larger sites that have strategic importance and wider regional connectivity
- **Transport:** Better bus services and regional transport links need action from bus operators and Welsh Government
- **Environment:** Tackling climate change and environmental challenges such as river quality and its wider amenity value
- **Services for Young People:** Beyond town centre facilities, these need coordinated action from schools, youth services, the community sector and further education providers.

How This Plan Helps with these Bigger Issues: Even where we can't directly solve problems, this plan:

- Demonstrates to other organisations what matters most to local people
- Provides evidence to support applications to larger funding programmes
- Creates a foundation for partnerships with regional and national bodies
- Raises Abergavenny's profile to attract wider investment opportunities

This placemaking plan is not the solution to every challenge facing Abergavenny, but does provide a clear starting point for coordinated action that can make a real difference to the town centre and the wider community it serves.

How this Plan is Structured

The rest of this placemaking plan is organised into three main sections:

Section 2 Understanding Abergavenny Today

This section gives a summary of our analysis of Abergavenny town centre, based on multiple sources of information including engagement with local stakeholders and consultation with the wider community. It examines what makes Abergavenny special, the challenges it faces, and the opportunities available to build on its strengths.

Section 3 Your Vision for Abergavenny's Future

This section sets out our vision and objectives for the future of Abergavenny town centre. The vision was developed through extensive consultation with residents, businesses, and local organisations to ensure it reflects what the community wants to see for their town.

Section 4 Making It Happen

This section sets out what needs to be done to achieve the vision, including the overall strategy, information about a number of prioritised projects, and guidance on how they should be delivered. It provides a practical roadmap for turning the vision into reality over the coming years.

How this Plan was Produced

Stakeholder and Community Involvement

The Abergavenny Placemaking Plan was developed through extensive stakeholder and community engagement, with each phase directly informing key aspects of the final plan:

A dedicated steering group made up of representatives from Monmouthshire County Council, Abergavenny Town Council and key local stakeholder organisations provided strategic guidance throughout the project. Most importantly, the steering group carried out a prioritisation exercise using information including feedback from the public consultation to determine the priority projects and make sure resources would be focused on community-supported initiatives.

Stakeholder workshops were a cornerstone of the engagement approach, with each workshop serving distinct purposes in plan development. The first workshop, held in October 2024, gathered invaluable local insights that directly informed the development of the vision for Abergavenny's future. Participants identified what they loved about the town centre and imagined its future through structured discussions, with their input shaping the aspirational final vision statement. The second workshop, held in March 2025, gathered feedback on the draft proposals, with stakeholder expertise informing and refining the proposed projects before the wider public consultation.

Interactive walkabouts around the town centre with stakeholders provided ground-level understanding of specific issues and opportunities, bringing the desktop analysis to life. They directly influenced the project by highlighting underused space, key buildings, areas with potential for improvement and how the A40 affects the local environment.

Targeted meetings with specific groups ensured diverse perspectives were captured that included local businesses, civic and interest groups. Sessions with students from King Henry VIII Comprehensive School gave insights into how young people experience the town centre, informing projects that designed to encourage greater engagement from this age group.

The **public consultation** phase in April 2025 provided different ways for the community to take part. In-person drop-in sessions at an empty commercial premise off Lower Cross Street attracted 250 people over two days, with peak attendance during the lunchtime periods. A static display in the shop window provided additional opportunities for feedback. Digital engagement through the Let's Talk Monmouthshire platform expanded reach significantly, with 2,559 visitors to the project page and 781 downloads of the proposals document. In total, 368 people completed the feedback survey either online or on paper. Further correspondence from local groups and residents added to the feedback, which has been used to refine ideas and make sure they address community priorities and concerns. The public consultation also informed the vision, confirming community support for its proposed direction, and crucially informed the prioritisation of projects alongside the steering group's deliberations.

The full findings of the public consultation phase are analysed in a separate **Abergavenny Consultation Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Understanding Abergavenny Today

Understanding Abergavenny Today

To create a successful plan for Abergavenny's future, we first need to understand the town as it is today. This section provides a summary of our detailed analysis of Abergavenny town centre, drawing on extensive research, data analysis, how it works as a place and - most importantly - conversations with the people who know the town best: its residents, business owners, visitors and community groups.

We examine what makes Abergavenny unique and special. Nestled within its three hills and alongside the River Usk, it has a townscape of market town streets and squares. While Abergavenny serves its immediate local residents, it also reaches out to nearby rural villages. We take an honest look at the challenges facing the town centre, including movement and navigation, some underused key buildings, how to make the town centre work for all generations (particularly young people), bring together its heritage assets and build on its independent character and experience.

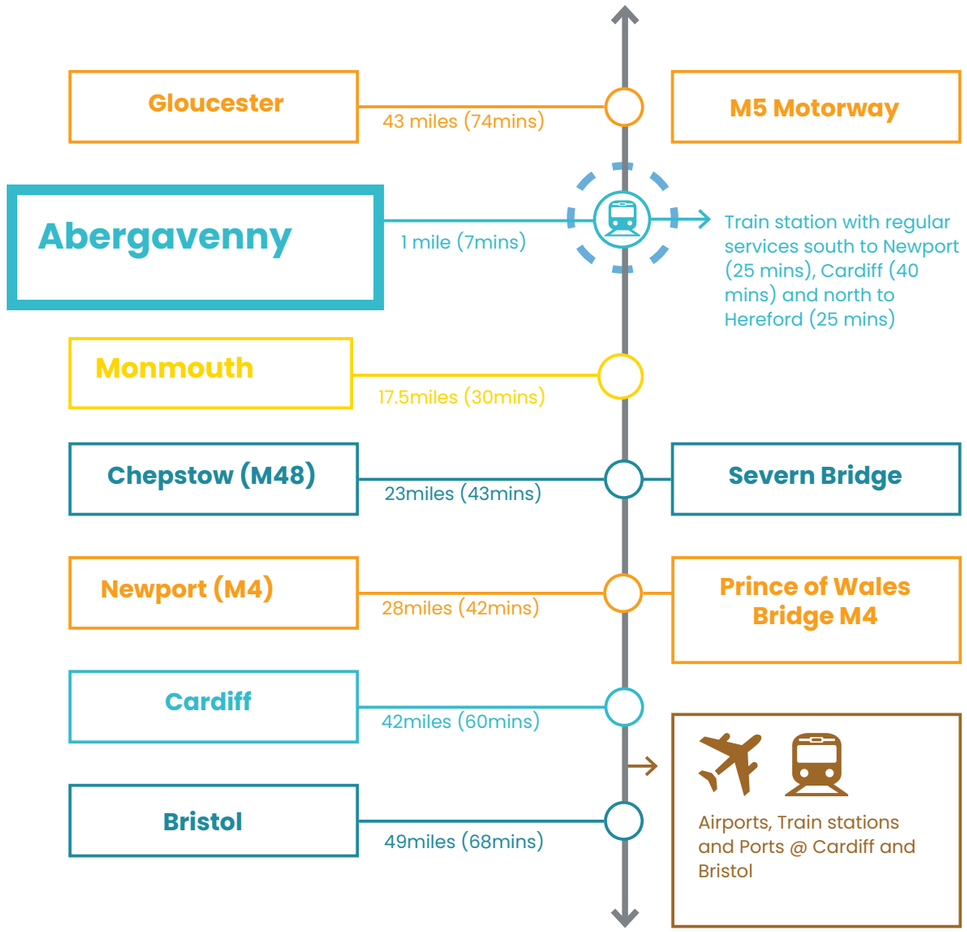
By understanding both Abergavenny's strengths and the challenges it faces, we can identify the real opportunities available to build a better future for the town centre and the community it serves.

The full details of our analysis are set out in the separate Abergavenny Baseline Report, which is available from the county and town councils.

The full details of our analysis are set out in the separate **Abergavenny Baseline Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Where Abergavenny Is

Abergavenny is a market town and community in Monmouthshire, south east Wales, about 23 miles west of Chepstow and 28 miles north of Newport. Abergavenny is promoted as a "Gateway to Wales" as its approximately 14 miles from the border with England, where the A40 and A465 Heads of the Valleys roads meet.



History of Abergavenny

Abergavenny is a market town in Monmouthshire, near to the border with England. It was originally a Roman Fort. The town is surrounded by seven hills and is a gateway to the Bannau Brycheiniog and Black Mountains. Every September the town hosts the Abergavenny Food Festival, as well as other cultural events and festivals. The town has a market hall and a local museum. The National Eisteddfod was held in Abergavenny in 2016.

Understanding Welsh Places

The town derives its name from a Brythonic word Gobannia meaning “river of the blacksmiths”, and relates to the town’s pre-Roman importance in iron smelting. The name is related to the modern Welsh word gof (blacksmith), and so is also associated with the Welsh smith Gofannon from folklore. The river later became, in Welsh, Gafenni, and the town’s name became Abergafenni, meaning “mouth of (Welsh: Aber) the Gavenny (Gafenni)”. In Welsh, the shortened form Y Fenni may have come into use after about the 15th century, and is now used as the Welsh name. Abergavenny, the English spelling, is in general use.

Roman period

Gobannium was a Roman fort guarding the road along the valley of the River Usk, which linked the legionary fortress of Burrium (Usk), and later Isca Augusta or Isca Silurum (Caerleon), in the south with Y Gaer, Brecon and Mid Wales. It was also built to keep the peace among the local British Iron Age tribe, the Silures. Cadw considers that the fort was occupied from around CE50 to CE150.

11th century

Abergavenny grew as a town in early Norman times under the protection of the Baron Bergavenny (or Abergavenny). The first Baron was Hamelin de Balun, from Ballon, a small town with a castle in Maine-Anjou near Le Mans. Today it is in the Sarthe département of France. He founded the Benedictine priory, now the Priory Church of St Mary, in the late 11th century. The church contains some unique alabaster effigies, church monuments and unique medieval wood carving, such as the Tree of Jesse.

Most Desirable Property.

TO BE LET

FOR A TERM,

IN THE CENTRE OF THE TOWN OF ABERGAVENNY,

RETAIL

BREWERY,

WITH, OR WITHOUT

MALT HOUSE

ADJOINING,

So Situated in a cool shade as to be worked for ten months in the year.

*For other particulars, apply to I. W*ke, Abergavenny. Letters must be paid.*

History of Abergavenny

12th and 13th centuries

Owing to its geographical location, the town was frequently embroiled in the border warfare and power play of the 12th and 13th centuries in the Welsh Marches. In 1175, Abergavenny Castle was the site of a massacre of Seisyll ap Dyfnwal and his associates by William de Braose, 4th Lord of Bramber. Reference to a market at Abergavenny is found in a charter granted to the Prior by William de Braose.

15th to 17th centuries

Owain Glyndŵr attacked Abergavenny in 1404. According to popular legend, his raiders gained access to the walled town with the aid of a local woman who sympathised with the rebellion, letting a small party in via the Market Street gate at midnight. They were able to open the gate and allow in a much larger party who set fire to the town and plundered its churches and homes, leaving Abergavenny Castle intact. Market Street has been referred to as "Traitors' Lane" ever since. In 1404, Abergavenny was declared its own nation by Ieuan ab Owain Glyndŵr, illegitimate son of Owain Glyndŵr. The arrangement lasted approximately two weeks.

During the Dissolution of the Monasteries in 1541, the priory's endowment went towards the foundation of a free grammar school, King Henry VIII Grammar School, with the site passing to the Gunter family. During the Civil War, prior to the siege of Raglan Castle in 1645, King Charles I visited Abergavenny and presided in person over the trial of Sir Trefor Williams, 1st Baronet of Llangibby, a Royalist who changed sides, and other Parliamentarians. In 1639, Abergavenny received a charter of incorporation under the title of bailiff and burgesses.

The right to hold two-weekly markets and three-yearly fairs, beginning in the 13th century, was held ever since as confirmed in 1657. Abergavenny was celebrated for the production of Welsh flannel, and also for the manufacture, while the fashion prevailed, of goats' hair periwigs.

19th and 20th centuries

Abergavenny railway station, situated south-east of the town centre, opened on 2 January 1854 as part of the Newport, Abergavenny and Hereford Railway. The London North Western Railway sponsored the construction of the railway linking Newport station to Hereford station. The line was taken over by the West Midland Railway in 1860 before becoming part of the Great Western Railway in 1863. A railway line also ran up the valley towards Brynmawr and Merthyr Tydfil, but this was closed during the Beeching cuts in the 1960s and the line to Clydach Gorge is now a cycle track and footpath. The Baker Street drill hall was completed in 1896.

Current Activities, Plans and Projects

Abergavenny is not starting from a blank page. The town has benefitted from investment over the last 10 to 15 years that has helped to meet retail need, improved the town centre environment and enhanced community facilities. These initiatives, delivered through partnerships between Abergavenny Town Council, Monmouthshire County Council, local civic, community and voluntary groups with funding directed from Welsh Government, planning gain agreements, local funding precepts and capital programmes, along with smaller community grants, demonstrate the strong foundation upon which this placemaking plan builds.

The redevelopment of the former cattle market site has led to a number of key physical improvements including the enhanced Brewery Yard scheme. People friendly environments have been created in a number of key town centre streets, there has been investment in the Town Hall with its renewed Borough Theatre and library, as well as planned active travel investments and heritage plans for Plas Gunter Mansions.

The town has also embraced innovation through SMART town technology with irrigation sensors in its town planters, Wi-Fi application and support for improved accessibility across the town. At a community level, the town has won Gold at the Wales in Bloom Awards for the last three years and is known for its internally recognised annual Food Festival, among other community-led initiatives.

This placemaking plan recognises and builds on these achievements, ensuring that future proposals complement and enhance the excellent work already underway. The following section outlines the key projects that form the foundation for Abergavenny's ongoing regeneration, and provides context for how the plan's recommendations will integrate with and amplify these existing efforts.

Policy Context

Abergavenny's policy context provides essential strategic direction and alignment for this placemaking plan. It establishes the framework within which local regeneration initiatives must operate and identifies key opportunities for development.

National Policy Framework

At the national level, **Future Wales – The National Plan 2040** provides the overarching development framework, although Abergavenny is not designated as a National Growth Area. However, the national plan's policies on supporting rural communities and economies, urban regeneration through public sector leadership, and affordable housing delivery offer significant opportunities to address key local challenges.

The **Well-being of Future Generations Act** establishes seven well-being goals and requires public bodies to demonstrate consideration of the 'five ways of working': involvement, collaboration, integration, prevention, and long-term thinking. The Act underpins the sustainable development approach that must inform all placemaking decisions.

Planning Policy Wales (2024) puts placemaking at the heart of the planning system, requiring that all development decisions contribute towards creating sustainable places that are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. The policy defines placemaking as a holistic approach focused on positive outcomes that promote people's prosperity, health, happiness, and well-being.

Transport policy is guided by the **Wales Transport Strategy** and the **Active Travel (Wales) Act 2013**, which prioritise walking, cycling and public transport through the sustainable transport hierarchy. This is particularly relevant for Abergavenny with the opportunity to integrate rail, bus and local walking and cycling routes.

Welsh Government Town Centre Policy. The Transforming Towns Programme and associated £100m investment allocation provides direct funding opportunities for Abergavenny's regeneration. Key principles include the 'Town Centre First' policy, which promotes residential development in town centres and joining up delivery across sectors.

The **Design Commission for Wales** guidance emphasises that placemaking plans should be locally led, engage diverse stakeholders and consider all funding opportunities beyond just public sector investment. Plans should align with broader outcomes including health and well-being, decarbonisation and reducing inequality.

Policy Context

Regional and Local Context

At the regional level, the Cardiff Capital Region City Deal offers collaborative opportunities for economic development, while Monmouthshire County Council's Community and Corporate Plan prioritises social justice, enterprise and job creation, locally accessible services, and quality housing provision.

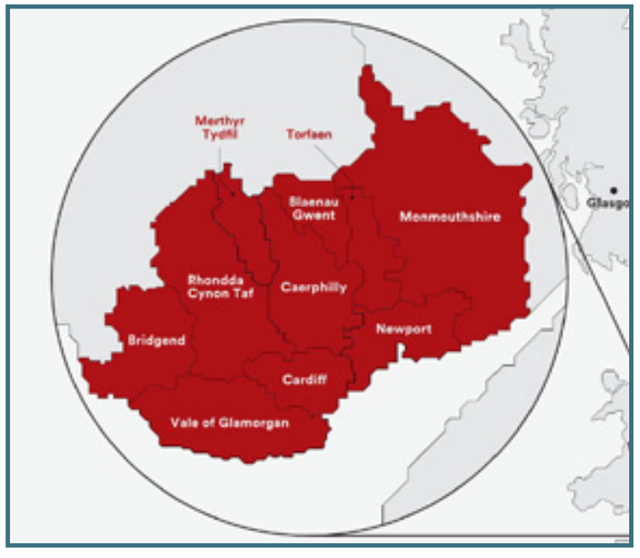
The emerging Replacement Local Development Plan (2018-2033) aims to deliver the council's core purpose to become a zero-carbon county. Key objectives include attracting younger people to rebalance demographics attracting younger people, addressing housing inequality, and responding to climate and nature emergencies through sustainable development.

Abergavenny Town Council's Annual Strategy 2024 is focussed on the mission to: "Work for and with all the people and communities of Abergavenny." Its priority areas are centred on i) Children and Young People ii) Challenges of Demographic Change iii) Environment and Climate Change iv) Communities and Businesses are Economically Thriving and Well Connected and v) A Responsible Town Council.

This multi-layered policy framework creates both opportunities and requirements for Abergavenny's regeneration, emphasising sustainable development, community engagement and joined-up delivery across all levels of government and stakeholder organisations.

Climate Change and Sustainability Framework

Climate change is one of the defining challenges of our time, and Abergavenny's response must reflect both national policy requirements and local opportunities. This placemaking plan integrates climate considerations throughout its proposals rather than treating sustainability as a separate issue. All the projects in the plan have been designed to support Abergavenny's transition to a zero-carbon future while adapting to the impacts climate change is already being having.



Policy Context

Abergavenny's Climate Opportunities

The town's unique setting provides specific opportunities for climate-positive development. Nestled between three hills with the River Usk and River Gavenny flowing nearby, Abergavenny's natural landscape offers opportunities for sustainable urban drainage systems (SUDS) and green infrastructure corridors. The town's compact, walkable centre supports active travel and reduced dependency on cars while its excellent rail connections provide sustainable transport alternatives. Abergavenny's established role as a market town creates opportunities to support local food networks and reduce transport emissions, while the surrounding countryside provides potential for renewable energy generation and carbon sequestration.

Embedded Sustainability Measures

Rather than listing generic sustainability measures, this plan ensures climate considerations are woven into each project theme. Gateway improvements incorporate tree planting and green infrastructure that will help moderate urban temperatures while improving air quality and biodiversity. Enhancements to the Market Hall support local food networks and reduce transport-related emissions. Active travel investments connecting the town to Llanfoist and the broader countryside encourage sustainable transport choices.

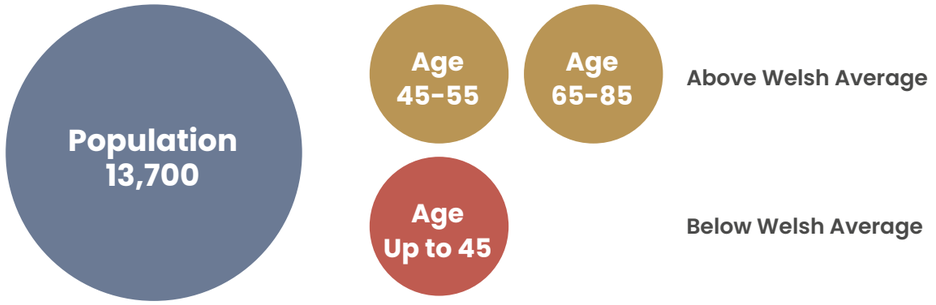
All building improvements promoted through this plan will support enhanced energy efficiency and, where appropriate, renewable energy generation. The plan's emphasis on bringing empty buildings back into productive use represents a fundamental climate-positive approach: reusing existing structures rather than requiring new construction while eliminating the emissions associated with derelict buildings.

This integrated approach ensures that Abergavenny's regeneration contributes positively to both local resilience and national climate goals, creating a town that is both economically vibrant and environmentally sustainable.

Key Facts and Figures

Population

Abergavenny has a population of 13,700 across 6,500 households. The age distribution between the ages of 45 to 55 and 65 to 85 is 1.5 percentage points above the Welsh average. Counter to this, the age distribution from early years to the age of 45 is below the Welsh average, at its lowest, 1.8 percentage points. These figures show the distinct role and function of Abergavenny town, which is seen as a place attractive to families due to its relatively good quality of life.

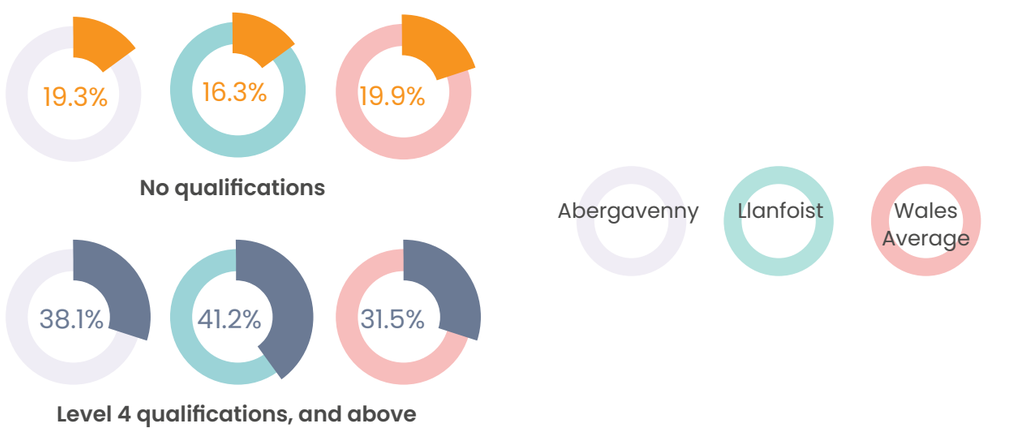


Economic Activity

There are lower levels of economic activity in the town as it has a higher proportion of residents at retirement age. Nearby Llanfoist is slightly more economically active than the Welsh average, with unemployment rates being close to or below the all Wales average.

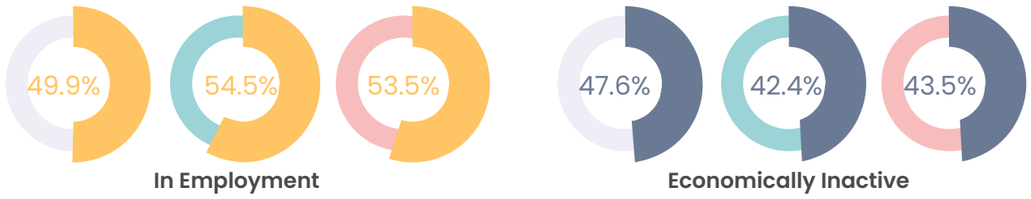
Qualifications and Skills

Abergavenny's residents are well qualified and skilled, with the number of people attaining Level 4 qualifications (CertHE, HNCs and NVQ/diplomas) and above 7 percentage points above the Welsh average of 31.5%. The number of residents with no qualification is below the Welsh average at 19.3%.



Employment

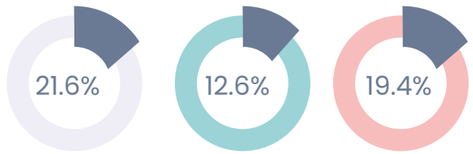
Abergavenny has a higher number of people who work in elementary, sales, customer services, care and leisure jobs. More residents from Llanfoist than Abergavenny town work in managerial and professional roles, which illustrates the mobile nature of this community with its new housing and close access to the A465 and A449.



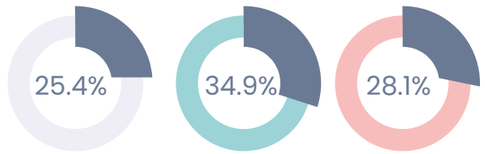
Key Facts and Figures

Vehicle Ownership

The proportion of residents who do not own a car or van is 21.6%, comparable to the Welsh average of 19.4%. While more people from Abergavenny town own a car or van, Llanfoist has a higher levels of multiple vehicle ownership with 34.9% of households owning 2 cars or vans compared to 25.4% in Abergavenny town and an all Wales average of 28.1%.



Do Not Own Cars



Multiple (2+) Vehicle Ownership

Travel to Work

Abergavenny has distinctive commuting patterns with 19.6% of its town residents travelling between 10km to 30km, and 9.8% over 30km, which is 3 percentge points higher than the Welsh average. Abergavenny residents follow the Welsh average of 25.6% for people who work from home. People who do commute travel to Newport, Cardiff, Hereford, Brecon and Monmouth, with people commuting into Abergavenny from the Heads of the Valleys area and south Monmouthshire. These figures reflect the number of people who work in association with the occupation types within the managerial and professional roles.

Housing

41.4% of people in Abergavenny own their home outright, above the Welsh average of 38%. 21.8% of people own their home through the social rental market, which is also above the Welsh average of 16.5%. 21.7% of people in Abergavenny own their home with a mortgage, which is linked to the town's demographics and levels of income. Most households in Abergavenny town live in one or two-bedroom homes, while the number living in homes with four or more bedrooms is the same as the Welsh average at 20.5%.

Crime

41.4%
Own Home Outright

21.8%
Social Rental Market

21.7%
Own Home with Mortgage

The main categories of frequent crime that are recorded are:

i) violent

ii) anti-social behaviour (ASB)

iii) public order

iv) shoplifting and

v) other theft.

Althought there has been a slight increase in crimes such as ASB and public order, Abergavenny is still a relatively safe place compared to other communities in South East Wales.

Full data and statistics can be found in the **Baseline Report** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Town Centre Performance

Shopping Hinterland

Abergavenny's shopping catchment area extends beyond the town, covering a largely rural hinterland from Raglan and Llantilio Crossenny in the east to Crickhowell in the west. The hinterland reaches as far north as Llanthony and Grosmont and extends towards Penperlleni in the south. The resident population within this catchment area is approximately 32,000, living in 13,800 private households (according to 2011 Census data). The mean household income in the Abergavenny catchment area was £40,924, compared to £43,266 for Monmouthshire as a whole and £34,700 for Wales. However, 18.7% of households are below 50% of the UK median income, and 25.3% are below 60%.

Business Mix and Diversity

The town centre has a diverse mix of business types, with several key categories standing out due to their prevalence. Hairdressing and health and beauty services dominate with 31 units, indicating a robust demand for personal care services in the town. Cafes and fast food establishments are also prominent, with 32 units, reflecting a strong food and drink sector that caters to both locals and visitors. There are also 15 restaurants, which add to the town's options for eating-out. Fashion and general clothing shops are another significant presence in the town centre, with 19 units, highlighting Abergavenny's role as a traditional shopping destination. Although banks, financial services, and building societies have been in decline, they continue to be well-represented with 11 units, underscoring the town's status as a local financial hub.

Key national brands include B&M Bargains, Peacocks, Fat Face, Bon Marche and Trespass in the clothing and household goods sectors, and Savers, and Boots in the cosmetics sector. In the convenience sector, notable national retailers include Tesco Express, Aldi and Morrison's.

While there are some national and regional retailers, the town centre's appeal is built on its independent businesses with a wide range of speciality shops, eating places and other local attractors.

Vacancy Challenges

The vacancy rates in Abergavenny's central shopping area (CSA) from 2003 to 2024 show significant fluctuations, reflecting various economic factors. The lowest rate was 6% in 2023, which increased to 9% in 2024. The 2024 survey showed a further increase to 26 units, reflecting the closure of banks and the loss of businesses in the secondary shopping areas such as Brecon Road, Lower Cross Street and Lower Frogmore Street. Overall, while Abergavenny has shown resilience, the recent increase in vacancies highlights ongoing challenges that need attention to ensure the town centre remains vibrant.

Property Market Dynamics

Conversations with local property agents indicate that Abergavenny town centre has maintained stable rental rates, outperforming towns of a similar size in the region, where rents have generally declined. The most desirable areas for retail, services and leisure businesses are in the pedestrianised zones, with less demand in other areas such as Lower Cross Street and Brecon Road. When high-quality properties come onto the market, they tend to attract interest from multiple businesses.

The strongest demand in the town centre is for properties around 100 square metres. Smaller, well-maintained properties ready for immediate occupancy, with little need for extensive renovations, also attract consistent interest, though these smaller units typically command lower rental rates. Larger vacant properties have been more challenging to re-let. While there is some demand for office space in the town centre, it remains relatively low, mostly catering to single occupiers or micro-businesses. The small co-working spaces available have accommodated the needs of freelancers and professionals who are increasingly working remotely or closer to home.

Town Centre Performance

Footfall and Shopping Patterns

Pedestrian flow had been gradually declining since 2013, with a noticeable drop in 2020, likely due to the impact of the COVID-19 pandemic and associated restrictions. However, the 2021 survey recorded a marginal increase in average pedestrian flows across most days, except for Saturdays, where there was a slight decline. This increase may reflect the easing of pandemic restrictions and the town's continued popularity with the surrounding catchment. Pedestrian movements were most concentrated between 11am and 2pm, coinciding with lunch hours, but there was a more even distribution of foot traffic throughout the rest of the day. The highest pedestrian flows were at strategic points such as the Frogmore Street end of Cibi Walk and the High Street, particularly on Saturdays.

Just under two-thirds of respondents in the Abergavenny catchment area do their main food shopping once a week or more often. The most popular location for main food shopping is the Morrisons store on Lion Street, with 26% of respondents favouring it. Many residents prefer to do their top-up shopping in Abergavenny, with a strong preference for local convenience stores. A notable portion of respondents shop for comparison goods outside of the county, particularly in destinations such as Cwmbran and Hereford, highlighting a need for broader retail offerings within Abergavenny itself.

Digital Infrastructure

Abergavenny's digital infrastructure presents a mixed picture of innovation and limitations. There is currently some full-fibre broadband coverage from the largest national provider, Openreach, in and around Abergavenny town centre, including on some of the streets within the core centre such as Nevill Street and Lion Street. An alternative provider, Ogi, provides its own full-fibre network across most of the residential areas surrounding the core town centre, but not within the core town centre itself. Premises without access to full-fibre broadband, such as those on Frogmore Street and Cross Street, can access download speeds of up to 80 Mbps (referred to as 'superfast' broadband), though this fluctuates depending on the level of use at one time.

Abergavenny town centre has reasonable 4G voice and mobile internet service coverage from all four major mobile networks, although reportedly these sometimes struggle to cope with demand on days when the town centre is particularly busy. 5G mobile internet service is available from EE and Vodafone. A small public Wi-Fi network installed by the county council provides users with free internet access in parts of the town centre, but the network is outdated and some of the hardware is no longer functioning. LoRaWAN, a network that enables the Internet of Things and many SMART town applications, is used in Abergavenny by the town council in an award-winning scheme that remotely monitors the condition of the soil in the street planters around the town centre and manage resources more efficiently.

Full data and statistics can be found in the **Baseline Report** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Place Analysis

Place Analysis

The place analysis examined Abergavenny's character areas, built context, transport and movement patterns, local amenities and facilities, heritage assets, green and blue infrastructure, flood risk, town gateways and parking provision to understand what makes the town special and identify where improvements are most needed. What follows is a summary of the key findings.

The extracts below highlight some of the main physical attributes and also challenges within the town centre.

Rail

Abergavenny Railway Station is a 10-15 minute walk from the town centre. The A40 is the main route between the station and the town but narrow and inconsistent footpaths and an environment dominated by cars makes the walk more difficult. Therefore, the station feels more detached from the town than it is in reality.

Bus

The bus station is situated on the very edge of the town centre at the A40 gateway into the town. Poor signage and walkable routes and another vehicle-dominated environment make the bus station feel more cut off from the town centre than it is. However, bus stops along the A40 make bus routes accessible throughout the town centre.

Road

The A40 is the key route through the town centre, connecting the A465 in the south to Crickhowell in the west. This tends to create a car-dominated and poor pedestrian environment around the edge of the town centre and can be a barrier between the town centre and surrounding areas.

Otherwise the town centre is well linked to the wider road network.

Active Travel

Some key national cycle and walking routes pass through Abergavenny. These include::

- National Cycle Route 46 - Hereford and Merthyr Tydfil
- National Cycle Route 42 - Usk and Bannau Brycheiniog
- Cambrian Way - Cardiff and Llandovery
- Beacons Way - Abergavenny and Llanthony Priory

Active travel within the town will be strengthened by a new active travel bridge over the River Usk connecting the town centre, through Castle Meadows to Llanfoist. Large areas of the town centre are pedestrianised, with Cross Street pedestrianised at peak times. This helps to create a vibrant and active town centre with plenty of spill-out space for shops and seating for cafes and restaurants.

Place Analysis

Local Facilities

There is a wide range of local facilities, places and amenities in or close to the town centre. These include:

- Abergavenny Baptist Church
- Abergavenny Market
- Abergavenny Castle and Museum
- Bus Station
- Train Station
- St Mary's Priory
- Castle Meadows
- Bailey Park
- Baker Street Cinema

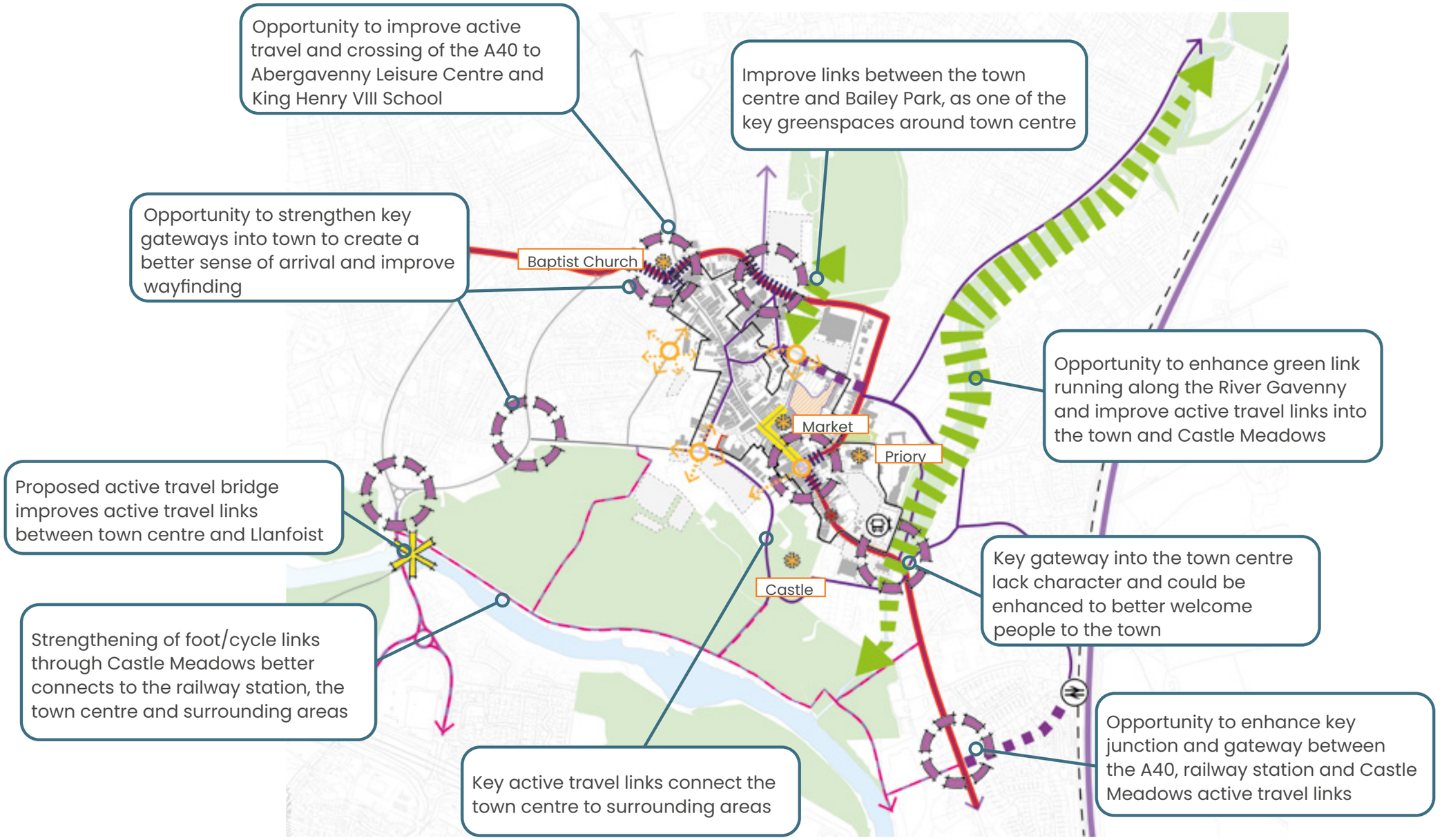
Green Infrastructure

Abergavenny town centre is surrounded by large areas of greenspace and parks. However these are not very well connected to the town centre itself. Within the town centre there is little greenspace, with public spaces tend to be more urban in nature. Key greenspaces include:

- Abergavenny Leisure Centre and Pen Y Pound Stadium
- Bailey Park
- River Gavenny
- Gorsedd circle and play area
- Abergavenny Castle
- Castle Meadows
- Linda Vista Gardens
- Llanfoist Cemetery and the River Usk
- St Mary's Priory

The full details of our place analysis are set out in the separate **Abergavenny Baseline Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Wider Issues and Opportunities



Town Centre Issues and Opportunities

SWOT Analysis: Location

Strengths

- A place that looks 360 degrees to South Powys, Heads of the Valleys, Torfaen, Monmouthshire and the Welsh Marches.
- Good road connections with A40, A449, A465 and A4042, which connect to the M50 (the Midlands), M4 (Newport, Cardiff, Bristol and London), into Mid Wales and across the top of the South Wales Valleys.
- On a main train line between North and South Wales with connections to Birmingham, Manchester, Newport and onwards.
- Bus station is in a good location with services to and from Hereford, Newport, Cardiff, Brecon and Merthyr Tydfil.

Weaknesses

- A40 through the town centre has a detrimental effect on its environmental quality of the town centre.
- Major roads that bring a significant volume of traffic through the town.
- Road network gives residents to have choice to accessing larger towns and cities for shopping, leisure and cultural activities.

Opportunities

- To build on this location as a place and town centre that is well connected to South, Mid and West Wales and into the Welsh Marches and Gloucestershire.

Threats

- Need to manage local infrastructure in response to replacement Local Development Plan's proposals for housing growth.
- Growth in other competing centres that have a strong comparison (non-food offer)

Key Messages

- **Central location between Monmouthshire, Powys and the Valleys has strategic benefits for economic investment as well as choice for local residents.**

SWOT Analysis: People

Strengths

- The total population of the wider place is 15,700. Population has risen with a 10% rise since 2011.
- Over 65s are actively contributing to community life.
- Town and immediate hinterland have differing population distributions with Abergavenny town a place for people to settle down later on in life and into retirement years.

Weaknesses

- There is an older than average population of people aged over 65.
- Drop in the 10 to 45 age group in the town compared to Welsh average.

Opportunities

- Need to ensure town centre is accessible to all, as residents are living longer and infrastructure is responding to this.

Threats

Key Messages

- **Differing roles for Abergavenny and its immediate hinterland in relation to life stages and housing need for and importance of physical linkages.**
- **More elderly population highlights the need to future-proof the town centre as accessible for pedestrians and those using mobility aids.**

SWOT Analysis: Skills and Economy

Strengths

- High levels of economic activity, but slightly below the Welsh average in the town.
- A well-qualified community with residents well above average for level 4 qualifications and above.
- Residents with no qualifications below the Welsh average.
- Split in occupations with Abergavenny having a higher proportion of residents working in elementary, sales and customer services roles due their availability in the town centre.
- 25.6% of town residents work from home in line with the Welsh average.
- In commuting from Heads of the Valleys and South Monmouthshire.

Weaknesses

- Unemployment rates close to all Wales average (3.1%).
- Cycling to work rate below Welsh average.
- Almost 10% of town population travel over 30km to work.
- Out commuting to Newport, Cardiff, Hereford, Brecon and Monmouth.

Opportunities

- 13.2% walk to work compared to Welsh average of 7.1%. Neighbourhoods are close by.

Threats

Key Messages

- **The town is both a local employment base and a place to commute from.**
- **A broad skills base that supports the town centre economy and also retains professional and managerial expertise.**

SWOT Analysis: Community

Strengths

- Average house prices are above the national average.
- The town is above the Welsh average for having no households in deprivation.
- Emergency services, including police (Llanfoist), fire, and ambulance available to ensure public safety.
- Residents in Llanfoist rate their health as very good, 5% points above the Welsh average. Town residents tend to rate it less.
- Abergavenny is among the top 5 safest small towns in Gwent. The overall crime rate in Abergavenny in 2023 was 66 crimes per 1,000 people. This is 24% lower than the Gwent rate of 87 per 1,000 people.

Weaknesses

- The town meets the Welsh average for being in three or four dimensions of deprivation.
- Abergavenny has a higher proportion of deprivation than other Monmouthshire areas, with parts of Cantref 2 having challenges with income, employment and health. Grofield 2 has issues with community safety.

Opportunities

- Four wards are among the least expensive for housing in the county.

Threats

Key Messages

- **A balanced, healthy community but with pockets of deprivation, for example Cantref 2.**
- **Differing housing stock and size.**

SWOT Analysis: Shopping and Leisure

Strengths

- The town has a shopping catchment of 32,000 residents from Penperlleni to Llanthony, and Crickhowell to Raglan.
- Main food shopping at Morrisons on Lion Street (26%). Waitrose in Llanfoist attracts 11% of activity. Aldi popular for top-up food shopping (22%).
- Smaller businesses such as butchers and bakers add to quality convenience offer.
- The town centre is popular for chemist goods, household goods, DIY and hardware, banking and legal services followed by clothes, books and furniture, all of these mainly independently owned.
- 45% visit Baker Street cinema – 13% watch films at Vue Cinema in Cwmbran. 42% use Abergavenny Leisure Centre.

Weaknesses

- 22% of residents do their main food shopping out of County.
- Residents drawn out of Abergavenny to Cwmbran and Hereford for some non-food shopping.
- Internet purchases are dominant for books, music, electrical goods followed by clothing and banking.
- 17% of local residents would visit the Borough Theatre, however 35% go to Cardiff to other arts and cultural destinations.

Opportunities

- Changing consumer preferences: cater for more leisure and shopping experiences.

Threats

- Leakage of spending because residents have good mobility and work in nearby towns and cities.
- Some changes to the High Street around banking and service centre role.

Key Messages

- **Town centre provides strong convenience and comparison shopping opportunities for its catchment population.**
- **Providing a leisure and culture experience for residents and visitors is of growing importance.**
- **Accessibility of nearby larger towns and cities means Abergavenny is partially losing out on some comparison shopping and major cultural experiences.**
- **Some recent changes to the High Street risk undermining its service centre role.**

SWOT Analysis: Activity

Strengths

- The town council is proactive within its community, developing and delivering a number of initiatives, projects and service, projecting a 'Team Abergavenny' approach.
- There is a strong sense of volunteering and civic action in the town with a broad range of organisations.
- Close to the town centre there is space for recreation, sports and other community activities that support the well-being of the town.

Weaknesses

- Capacity of volunteering across the town: lots of good ideas and initiatives that need to be sustained.

Opportunities

- Building long-term sustainability, skills and activity around community organisations and volunteering.
- Transfer of community assets to local organisations.

Threats

- Local authority budgets are tightening with a risk of non-essential assets and services reduced.

Key Messages

- **Strong sense of community activity led by the town council with the support of strategic and local organisations, with visible signs that the town's well-being is improving with evidence of co-ordination and co-delivery.**
- **Conversations about which activities and services can be delivered locally to make the town centre resilient.**

SWOT Analysis: Movement

Strengths

- Town benefits from a train station giving access to wider car-free travel.
- Central bus station allows for access by both bus and coach.
- Parking: numerous town centre car parks offering choice depending on activity and length of stay.
- Good connection to the wider road network.
- Good network of existing and proposed active travel links and routes.
- Relatively compact town centre which is easily accessible on foot.

Weaknesses

- Train station is a fifteen-minute walk out of the town centre., with an uphill stretch.
- Trains are often overcrowded so people have to stand for long periods.
- Bus service is infrequent and timetable infrastructure is limited.
- Cycle arrival infrastructure is very limited with only basic cycle stand facilities.
- Quality of public realm and general clutter means walking and wheeling can be difficult.
- Gateways and arrival experiences don't always help with signposting
- Conflicts between cyclist and pedestrian priority in the pedestrianised area.
- A40 can be busy causing vehicle congestion and reducing the quality of experience for pedestrians and cyclists.

Opportunities

- Create more legible and attractive gateways for all modes of transport.
- Declutter and improve quality of public realm to improve walking and wheeling experience.
- Improve cycle infrastructure such as secure and weatherproof cycle parking, lockers, repairs.
- Consider impact of A40 through town: improve pedestrian priority at key locations.

Threats

- Impact of growth on current infrastructure.

Key Messages

- **Well served by parking across the town.**
- **Relatively compact town centre: people can park or arrive and do it all.**
- **Gateways and legibility of access into the town centre needs improvement.**
- **Improve public realm to make walking and wheeling easier.**

SWOT Analysis: Public Realm

Strengths

- Historic town centre with a generally good quality townscape and sense of place and character.
- Restriction on traffic movement through the retail core provides a safe environment and experience for pedestrians.
- St Johns Square provides a positive and inviting gateway to the town centre from the south whether arriving by car or active travel.
- Good access to both formal and informal open space.
- Areas where public realm improvement have already been undertaken such as the Brewery Yard, improve the quality of the environment.

Weaknesses

- A40 splits the town centre. For example, the Baptist Church at the northern end of Frogmore Street feels isolated in an environment dominated by traffic.
- Covid shelters in Cross Street are temporary and now have a negative effect.
- Quality of public realm surfaces is varied, often making walking and wheeling harder.
- 'Angel Corner' is difficult for pedestrians to negotiate, creating an unpleasant arrival from the bus station car park.
- Some places feel forgotten and lack a sense of purpose: for example, Baker Street Cinema 'Square'.
- Castle Meadows, River Usk and Linda Vista gardens appear invisible to visitors.
- With the exception of St John's Square, most of the sitting and resting opportunities within the town centre are associated with businesses: lack of general public space and infrastructure to dwell.
- With the exception of St John's Square, there is very little urban green infrastructure: for example street trees.

Opportunities

- Improve the quality and practicality of public realm., such as surface treatments, clutter, and street furniture.
- Identify opportunities to create space to dwell with associated infrastructure.
- Address the impact of A40 on pedestrian experience and movement at key locations.
- Revisit Cross Street, building on its al fresco culture.
- Review and improve gateways and arrival points: I'm here, where shall I go?
- Better announce the assets of the place: both urban and natural.
- Strategy for places and spaces that have lost their identity and/or purpose.

Threats

SWOT Analysis: Mix of Use

Strengths

- Diverse and varied with a mix of multiple and local businesses.
- Fashion and general clothing are a key cluster and attract shoppers.
- Although banks have closed, there is a still a good representation of financial services.
- Growing interest and activity in food and drink, coffee shops, takeaway and other leisure use with 32 units overall. In addition, a strong restaurant scene.
- Key national brands such as Fat Face, Rymans, Boots, Clarks, Mountain Warehouse and a strong independent retail and food and drink scene with destination names in clothing, arts, crafts, books, gifts, cookware, deli, bakers, butchery and more.
- Indoor Market is an integral part of the town's identity with regular Tuesday and Saturday markets as well as speciality markets with a diversity of trade and good footfall.
- Range of non-retail uses include town hall and library, tourist Information centre, Borough Theatre, Castle and museum, GP surgeries, churches, chapels, private sector offices, and residential dwellings.

Weaknesses

- Comparison (non-food) shopping role has slightly reduced over the years.
- Hairdressing and health and beauty dominate the town centre with 31 units showing demand for personal services.
- Banking losses in the last 18 months with three branches closing.
- Some missing highsStreet names that other comparable market towns would have.

Opportunities

- Continue to build on independent shopping and food and drink experience.

Threats

- Other banks closing that are in buildings with key frontages and of historical significance.
- Mindful of other UK trends in comparison shopping leaving the high street.

Key Messages

- **A diverse town centre offer with more independent traders than multiple retailers, which supports the town's character and appeal to shoppers and visitors.**
- **Role of indoor market is key to the town's identity and experience.**
- **Recognise where future changes may happen and be proactive in managing this change.**

SWOT Analysis: Property Vacancy

Strengths

- Town centre has maintained stable rental rates, outperforming other towns of similar size in the region where rents have generally declined.
- High Street is the primary core and the main location for multiples.

Weaknesses

- The 2024 survey has showed a vacancy rate of 9% due to bank closures and losses in some secondary streets. 3.6% of properties were vacant in 2021.

Opportunities

- The strongest demand in the town centre is for properties around 100 square metres. Smaller, well-maintained properties ready for immediate occupancy, with little need for extensive renovations.

Threats

- While there is some demand for office space in the town centre, it remains relatively low.
- Larger properties, especially former banks requiring significant refit and remodelling present challenges for re-letting without significant investment and support.

Key Messages

- **Vacancy – one to watch, with the town seeing a gradual rise showing the fluctuating trends and impact of national high street trends.**
- **Performing well with demand for good-quality property in the right location, is attractive to small businesses.**
- **Stable rents mean owners willing to invest but support also required for challenging buildings that are highly visible with key frontages**

SWOT Analysis: Identity

Strengths

- IN 2024, The Times named Abergavenny the best place to live in Wales.
- Town centre has built its identity and reputation over recent years due to its location, setting, connectivity, independent and historical character and well known events and festivals.
- Gateway into Bannau Brycheiniog National Park drawing visitors for outdoor activities, enjoying the landscape and visiting other attractions.
- Historical landmarks include St Mary's Priory Church, its chapels and the Jesse, the castle, Plas Gunter Mansion, the market hall, remnants of the town wall and more.
- Signature events and festivals that are established and growing, including the annual food festival, writing festival, arts festival and steam rally, which allout the town on the map.
- Co-ordination on marketing in the town between the town council, tourism association, business community and more.

Weaknesses

Opportunities

- Current revision of the Monmouthshire Destination Marketing Strategy.
- Exploring how signature events and festivals can have a presence or impact across the year.

Threats

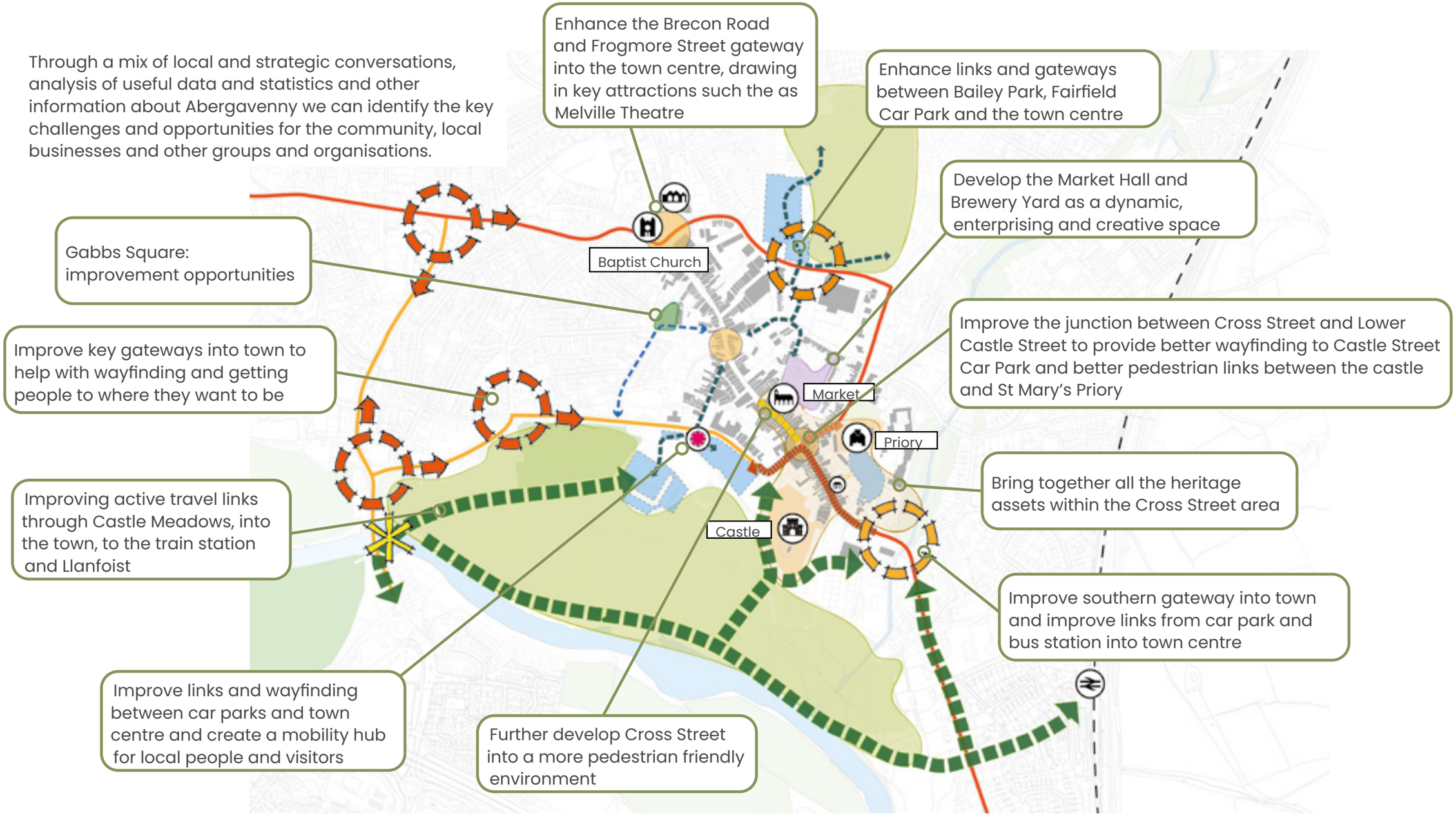
- Sustaining events and festivals that need resourcing, volunteers and funding.

Key Messages

- **Position within wider destination management area: pivot point between Usk Valley and Bannau Brycheiniog National Park.**
- **Ensuring integration of stories, products, experiences and how this is communicated.**
- **Future sustainability of town centre events, festivals, activities and their impact across the year.**

Opportunities Framework

Through a mix of local and strategic conversations, analysis of useful data and statistics and other information about Abergavenny we can identify the key challenges and opportunities for the community, local businesses and other groups and organisations.



What Stakeholders Told Us

Local stakeholders - including business owners, community groups, schools, and resident representatives - provided crucial insights that shaped the direction of this placemaking plan's direction. Through dedicated workshops and walkabouts, they identified what makes Abergavenny special and where improvements are most needed.

Location and Identity

Abergavenny's location is central and well connected to main trunk roads. Critically, it has a mainline train station. Its setting is beautiful within the Black Mountains, the River Usk and the wider landscape. While the location is seen as good for most people, younger people frequently travel out of the town for employment and things to do. The town's good connectivity does make it easy for people to travel further afield, however, the town centre is generally seen as being resilient to this due to its character, independent shops and eating places.

The town's identity is not seen to be one thing, with its setting, character and community all contributing to its unique feel. Its seen as diverse. with local food, independent businesses, the arts, culture, heritage and its postion as a place to explore from being just some of its qualities. Word such as buzzing, laughter, lively and vibrant sum up the town centre.

Critical Challenges

Parking and Movement: Car Parking. Off-street parking is in good supply across the town centre, although advanced and directional signage from key gateways could be better. Parking charges are seen to be gradually rising.

Gateways: These are poor from all arrival points, especially from the Hardwick roundabout andMonmouth Road, and from Llanfoist Bridge. Signage into the town centre is poor for first time visitors, for example from the Hardwick roundabout, with a need to direct people to the right car parks for their length of stay and type of visit.

Connecting Heritage: Notable heritage and historical assets but no sense of a plan that joins these together so that visitors can explore, dwell, learn, spend and enjoy a more cohesive experience. Heritage visibility is good but there's a major concern about what will happen to the spectacular old banks.

What Stakeholders Told Us

Public Transport: The train station is a great asset to the town centre and investment is seen to be taking place. Some future areas for attention include improving the walking route from the station to the town centre, with a suggestion for a local shuttle bus service that loops into the station frontage. There is a need for more after hours taxis from the station. While the bus station is better than it was, it could be better landscaped and feel part of this lower end of town.

Public Realm and Spaces: Generally good across the town centre in terms of squares and meeting places which help local businesses and animate spaces. Town centre feels unsafe at night for all ages, even with good lighting and CCTV. Bailey Park is a great asset but there is a need to continue to improve it. There is a need for new bins and benches in some places.

Town Centre Facilities: The town centre is well provided for, but some stakeholders have concerns over patronage of arts, film and culture and their future viability. On health and well-being, the lack of NHS dentists is an issue for some local residents. There is also seen to be a need to make public and private buildings accessible so everyone can access local services. Toilets are not seen as being clean and some people would like to see changing facilities for children and people with disabilities.

Mix of Uses: The town centre is seen as being diverse and generally having a good mix with some strong independent anchors, although some stakeholders questioned the number of charity shops, while others value their contribution to clothing and other products. Some specific gaps that stakeholders have mentioned include pet shops, sports shops, town centre gyms and more leisure activities. The indoor market hall and its outdoor market area is seen as a key part of the town's character and draw and needs to be nurtured to ensure it remains visible and sustainable. The night market is seen as popular but some other speciality markets are not having the same levels of footfall.

Engaging Young People: The placemaking plan needs to engage with young people so that they can shape future priorities. These include Seven Corners Lane, the Cabin and King Henry VIII High School. More provision is needed for and co-produced with young people. There was discussion around volunteering, inter-generational opportunities and succession planning.

Your Vision for Abergavenny's Future

Your Vision

This section sets out an ambitious but achievable vision for what Abergavenny town centre could become: a more vibrant and eventful town where heritage, community and commerce come together. Rather than being developed in isolation, this vision has emerged directly from extensive consultation with local people - from informal conversations in the street to formal workshops with community groups and businesses.

The vision reflects the shared hopes and aspirations we heard repeatedly during our engagement, centred around four key themes: gateways and arrival into the town; improving roads and creating people-friendly streets; cherishing and managing our markets in the 21st century; and linking our cultural, heritage and community assets.

This isn't about imposing change from outside but about capturing and coordinating the energy and ideas that already exist within the community, creating a common direction that everyone can work towards.

Your Delivery Goals

Abergavenny town centre offers a distinctive mix of shopping, food and drink, markets and other attractions, set within its hills, parks and open spaces. It needs to continue to nurture and grow the experience it offers and help its visitors navigate from arrival to exploring, to taking time out, bringing together its heritage, arts, culture and leisure attractions in a cohesive way that extends people's stay and their enjoyment of the market town, all year round.

There are three areas of focus:

1. **Cross Street/Heritage Strategy** - bringing the heritage buildings and sites together in the town's arrival and destination area.
2. **The market hall and immediate streets** - developing the market hall, its markets and immediate surrounding area as a dynamic, enterprising, creative and productive space.
3. Market Hall and its markets as a dynamic, enterprising, creative and produce space and its immediate spaces.
4. **Brecon Road and Frogmore Street edge** - enhancing this route into the town centre and drawing in other key attractors such as the Melville Theatre.

To realise this vision the plan will focus on five delivery goals:

1

Making a Welcoming Gateway

Abergavenny has key gateways where people arrive from the south, east and west. But their character does not reflect the town's special identity, and they don't clearly announce or direct visitors into the centre. In addition, some spaces on the edge of the town centre have the potential to contribute positively to the experience for locals and visitors, but lack investment. Stronger links between the town's train station, bus station and the town centre need to be developed as part of the roll out of the town's active travel network.

2

Creating People-Friendly Streets

Past regeneration activity has brought benefits with the town's High Street, Frogmore Street, Nevill Street and street-based links to Morrisons food store creating a more people friendly environment in the heart of the town centre, which businesses have responded to. Changing the A40 through the town from a road to a street is important for commercial viability, people's experience of the town centre and health and well-being. Improvements to the Cross Street approach, including the Angel Corner and the A40 through Monk Street and by Bailey Park are key to link attractions on the edge of the town centre.

3

Building a 21st Century Market Town

The town's markets are an intrinsic part of its appeal and identity. There's an important need to consider the role of markets within the town's economy and that fosters new start-ups, co-operative working and continues to animate this cherished town centre space. The physical fabric of the building needs to be improved and there is an opportunity to explore whether the indoor market space could work more efficiently for traders and for visitors. Links to arts and culture at the Borough Theatre and community learning in the library should be strengthened.

Your Delivery Goals

4

Connecting Our Heritage and Culture

Although the town centre is generally performing well, there is an opportunity to support and connect the town's heritage and cultural assets. This includes linking St Mary's Priory campus, Plas Gunter Mansion and the castle and museum as a cluster of heritage attractions that reflect the town's history and offer a potentially important draw in the lower part of the town centre. The focus for arts and culture is on the combined offer of the Borough Theatre, the Melville Arts Centre, local galleries and performance venues as well as events and festivals.

5

Future Ready and Well Managed

Equip Abergavenny to thrive for future generations by using smart, sustainable technologies that enhance everyday life. Make it easier for people to walk, cycle and explore the town with better digital wayfinding and real-time visitor information. Support local businesses and events through digital tools, while using smart systems to improve cleanliness, maintenance and environmental performance. Prioritise green infrastructure and nature-based solutions to help the town adapt to future needs in a changing climate

Your Supporting Objectives

Supporting objectives explain how the plan's vision—guided by its overarching goals—is delivered in practice.

Goal 1: Making a Welcoming Gateway

Make it easier and more pleasant for people to arrive in Abergavenny — whether by car, bus, bike or on foot — by improving the look and feel of key arrival points that underpin the local sense of place.

Supporting Objectives:

1.1 Gateway Improvements: To improve main routes into the town centre by creating stronger gateways; improve key frontages, corners, crossings and spaces; adopt street-based design principles to make them more people-friendly.

1.2 Arrival, Streets and Spaces Improvements: To improve the visual appeal and functionality of key public spaces and streets at arrival points and link on the edge of town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

Goal 2: Creating People-Friendly Streets

Adopt street-based design principles to the A40 through the town centre and its neighbouring streets that include the carriageway, pavements, spaces and the built form, so that a consistent street is presented that is characterful, vibrant and accessible to all.

Supporting Objectives:

2.1 Arrival, Streets and Spaces Improvements: To improve the visual appeal and functionality of key public spaces and streets at arrival points and link on the edge of town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

2.2 Property Improvements: To implement strategies and support for property owners that encourage tackling vacancies and the adaptive reuse of large vacant properties.

2.3 Street Management: To adopt a unified suite of street furniture and agree locations for rest and dwell at key stopping points.

Your Supporting Objectives

Goal 3: Building a 21st Century Market Town

Develop the town's indoor market and immediate spaces as a focal point for community life, that respects its character but ensures it can adapt and be diverse to everyone's needs.

Supporting Objectives:

3.1 Invest in Market: To develop the town's indoor and outdoor markets so that they adapt to the changing needs of the local community and appeal to a wide range of visitors. Build on their character, provenance, creativity and sense of community, with weekly and specialist markets as well as smaller, community-run activities and larger signature town events.

3.2 An Eventful Town: To sustain events and festivals that need resourcing, volunteers, funding that meet visitor expectations, and explore ways of developing activities and uses that sit outside of signature events and festivals and bring year round benefits.

3.3 Identity: To develop stronger integration of the town centre brand, storytelling, marketing and promotion, and better inter-organisational communication and ways of working.

Goal 4: Connecting our Heritage and Culture

Bring together arts, cultural, heritage and community venues as a more coherent cluster, helping their viability and relationship to the town's identity.

Supporting Objectives:

4.1 Arrival, Streets and Spaces Improvements: To improve the visual appeal and functionality of key public spaces and streets at arrival points and link on the edge of town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

4.2 Heritage Connectivity: To create clear, attractive pedestrian and cycle links between Abergavenny's key heritage assets and places.

4.3 Bailey Park: To continue to support Bailey Park as a key community space for sports, recreation, events and general well-being.

4.2 Identity: To develop stronger integration of the town centre brand, storytelling, marketing and promotion, better inter-organisational communication and ways of working.

Your Supporting Objectives

Goal 5: Future Ready and Well Managed

Equip Abergavenny to thrive for future generations through smart, sustainable technologies and green infrastructure that enhances everyday life.

Supporting Objectives:

5.1 Smart Technology: Use digital technology to enhance how people experience and move around Abergavenny, while gathering data that helps the town centre work better.

5.2 Environmental Resilience: To future-proof the town centre against climate change through green infrastructure and sustainable practices.

5.3 Coordinated Management: To establish effective partnerships and systems for ongoing town centre management and improvement.

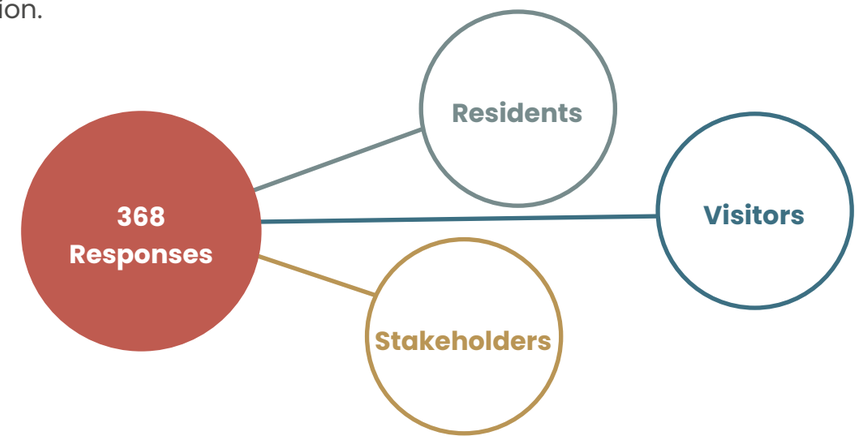
Your Plan for Abergavenny

Your Plan for Abergavenny

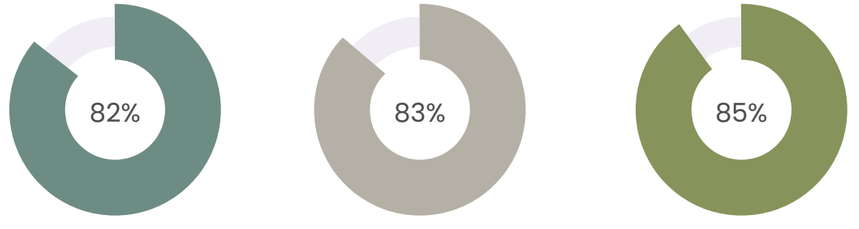
A clear vision is just the starting point – this section focuses on how we turn that vision into action. It outlines the overarching plan, breaking it down into key projects and practical steps that will have the biggest impact on Abergavenny town centre. It also recognises that we're not starting from scratch – existing projects already in the pipeline or previously approved are part of this plan too. Crucially, this section looks at how the plan will be delivered: who needs to be involved, how progress will be tracked, and how the plan can adapt over time. The goal is to give everyone a clear path forward – showing where they fit in, and how they can help make change happen

Community Response to the Draft Plan

Before setting out our delivery approach, it's important to understand how the community responded to our initial proposals. The comprehensive public consultation in April 2025 was crucial in validating our vision, identifying which projects had the strongest community support, and refining how they should be implemented. This feedback from **368** residents, visitors, and stakeholders directly shaped the prioritisation and design of the projects outlined in this section.



The full findings of the public consultation phase are analysed in a separate **Abergavenny Consultation Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.



Strong Community Support

Gateways. Strong levels of support with **82%** agreeing with the need to improve first impressions into the town centre from all approaches using a mixture of signage, trees, landscaping and presenting the town's identity. Main areas of discussion range from lack of current maintenance and to address basics first, to enhance and present the town's identity.

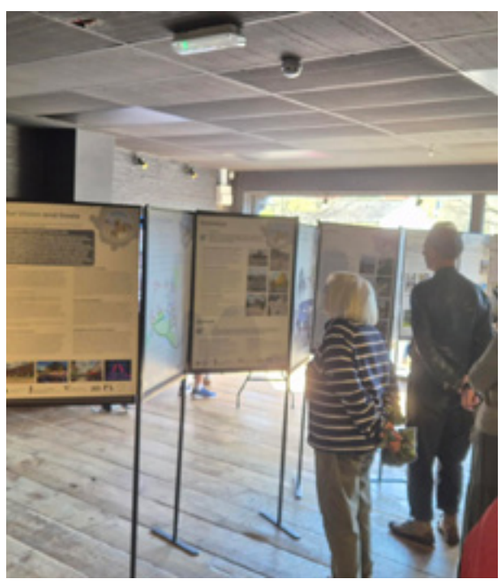
Improvements to Indoor Market Hall and Brewery Yard. The second highest ranked proposal has the agreement of **83%**. There is an overwhelming love for the market hall and its immediate space, with respondents asking to respect its heritage while finding ways to broaden its appeal and range of events, markets and activities.

Improve Links at Castle Street and Tudor Street. Strong levels of support with **85%** agreeing with the need to improve links between these car parks and the inner town centre and to enhance the Royal Mail site.

Clear Priorities Emerged

When respondents were asked to choose their top three priorities for the town centre, the most popular choices were i) targeting vacant properties ii) an improved, safer pedestrian space at the Angel corner and iii) better routes between the town centre and train station.

Your Plan for Abergavenny



Your Plan for Abergavenny

Community Concerns and Refinements

Pedestrian Links at Bailey Park and A40. 73% of people who responded generally agree with this proposal, the lowest level among the suite of wider proposals. While people agree that the current pedestrian route does not follow the desire line towards the market hall tower, there are some concerns that highway works would cause more problems with current traffic flows at Morrisons and Hereford Road traffic lights. The proposal is not ranked as a high priority but there could be some simple ways to reinforce routes into the town centre that are safe and cost-effective.

Gabb Square. 76% agree or strongly agree with the need to make improvements to Gabb Square. While there is consensus that the space needs to fulfil its potential and could complement a number of neighbouring businesses including the cinema (subject to closure at the time of writing this report and a potential community buy-out), there are some questions around prioritisation and value for money.

This Shaped Our Final Approach

The A40 – From a Highway to Place-Based Approach: To recommend the review of the A40 within the wider highway network to assess ways to remove through traffic without significantly displacing traffic onto other routes through the town; this transport and movement review needs to consider active travel network investment, public transport and other modes of travel.

Caring for Streets, Spaces and Buildings: To address streetscene issues tabout current maintenance, cleaning and management and find ways to remove street clutter. Concerns over previous vandalism of trees, pavement parking, opportunities for more greenery and improved accessibility across the town centre. Targeting properties that are either vacant, underused or in a poor condition is the top priority.

Putting the Train Station on the Map: Residents really value that there is a train station in the town as it makes the town feel connected. Although on the outer edge of the town centre, it brings direct economic benefits. However, the experience for first time visitors is poor as there is a lack of information and signage. Footpaths to the station also lack signage and are not always accessible. The idea of a hoppa bus service was a top priority in the consultation.

A Town Centre for All. Abergavenny needs to be inclusive and accessible to all. It also needs to be a town centre where young people feel involved, can participate in activities and have a role to play in its day to day life. The role of young people needs amplifying in terms of how they engage with the town centre and how existing attractions can broaden their appeal to open up opportunities for young people, for example the indoor market and Bailey Park.

Waiting on Developments. Many comments have been made about when the active travel bridge at Llanfoist will be built and how the placemaking plan will work with the privately-owned former Richards site on Frogmore Street. These developments are seen as important in terms of wider transport and movement patterns and how the in-town development site connects to Baker Street and Frogmore Street in relation to use, design and layout.

Love Our Market. The consultation identified the need for more detail on likely improvements to the indoor market that respect its heritage but takes it forward.

Streets and Exploration. People commented on the details of the proposed improvemts to Upper Cross Street in terms of material, paving patterns, street design, planting and means of enclosure, for example, which would be subject to further design development. The need to extend improvements within the upper section of Market Street was also identified as well as signage and ways to draw people further into Market Street and Lion Street.

Prioritisation Framework

The following section details the proposed placemaking projects by theme. Some are illustrated with more developed plans and drawings, others with the use of precedent images to give examples of what physical implementation could look like.

The Prioritisation Process

The placemaking plan has also applied a prioritisation process that has helped the local steering group to consider where the initial focus should be, accepting that some larger projects will take time to develop and implement. The main aim of this process has been to assess and organise the projects and proposals within the placemaking plan in a consistent way that ensures they align with Abergavenny's vision, goals, and objectives, while also considering their feasibility, impact, and deliverability.

Before the projects were assessed they were defined by their type, as shown below:

Project Type	Definition
Strategic and Enabling	Studies, partnerships, governance, or marketing strategies.
Operational and Programme	Events, wayfinding, pop-ups, enterprise support, digital platforms.
Capital Infrastructure	Public realm, buildings, streetscape, or mobility improvements.

The following process was then applied:

1. Impact

Does the project directly support one or more of the plan's twelve objectives?

2. Community and Stakeholder Support

Has the project been supported through consultation? Is there strong community or partner backing?

3. Project Readiness

Has the project been the subject of feasibility or design development work? Has there been an appraisal of any likely statutory consents that need to be secured? Are there any land assembly or other physical issues that need to be overcome?

4. Funding Pathway

Are potential funding sources identified for example WG Transforming Towns Fund, UKSPF, Heritage Lottery Fund, MCC capital grants, private investment?

5. Indicative Costs

What are the estimated cost ranges?

6. Lead Organisation and Management

Who would manage or lead the project, for example. Monmouthshire County Council, Abergavenny Town Council, community group, private sector, partnership?

Strategic and Enabling Projects

Goal	Project and Priority	Activity	Costs
Arrival	**Tudor Street and St Johns Square**	To explore the integration of existing toilets and shopmobility into a new building in Castle Street car park that includes a changing places facility, secure cycle provision and tourist information point.	£
	Tudor Street and St Johns Square	To work with the Royal Mail and BT on their long-term aspirations for the site and to explore redevelopment opportunities or ways to enhance the key elevations of the sorting office building in St John's Square.	£££
	Train Station to Town Centre	Explore the feasibility of a low-carbon local hoppa bus service that connects the train station, bus station and key destinations in the town centre, with provision for luggage, shopping and other storage.	£
	Train Station for Town Centre	To work with Transport for Wales and Network Rail to improve parking provision, taxi rank provision and visitor information at this key transport hub.	££
Bailey Park	**Bailey Park**	Support Friends of Bailey Park with their award-winning civic planting and amenity enhancementsto the park, by promoting volunteering, donations and general help.	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Strategic and Enabling Projects

Goal	Project and Priority	Activity	Costs
Stringing Together the Public Realm	Former Whitehorse Lane Toilets	As part of the options appraisal for a Changing Places facility in the town centre, to consider whether this building is appropriate for such a use. If not, to develop options for the former toilet block that could include i) youth enterprise provision ii) pocket courtyard space, among other ideas.	£
	Gabb Square	To prepare and implement designs for the square that link into Lewis's Lane and complement uses in the former Carnegie Library. Its relationship to Frogmore Street and the fire damaged former Richards building site is an opportunity to consider.	£
A Town for All	A Town for All	To undertake a town centre access audit and implement its recommendations.	£
	A Town for All	Undertake a walking, cycling and horse-riding assessment and review.	£
Thematic	Street Management	To audit signage and street clutter and rationalise street paraphernalia so that the streetscene is simpler, calm and coherent.	£

High Priority Medium Priority Low Priority

£ £100k ££ £100k to £1m £££ >£1m

Operational and Programme Projects

Goal	Project and Priority	Activity	Costs
Arrival	Comprehensive Wayfinding Strategy	Develop a wayfinding strategy and plan that looks at a variety of physical and digital elements, including maps and signs, use of buildings and landmarks as orientation cues, creating well-structured paths, use of different visuals and clear navigation.	£
	Comprehensive Wayfinding Strategy	On completion of strategy, install consistent wayfinding systems at all car parks showing walking times and key attractions. Consider the use of public artwork within a signage strategy and plan. Include digital integration opportunities linking to SMART towns initiatives.	££
	Bailey Park To Town Centre	Stronger signage along the railing and gate frontage that announces Bailey Park as a key open space for sports, recreation, local nature, civic pride, events and taking time out. The town council is proposing a community art project here that will improve the identity of the park.	£
The Market	The Market	Develop the market as a hub for innovation, enterprise, cooperative working and use of technology that supports local supply chain development, purchasing and piloting ideas, such as grocery collection boxes.	£
	The Market	To widen the appeal of the market for young people, specifically to explore a youth market and to extend street food presence.	£
	The Market	Improvements to the operation of the building including heating, access, better acoustics and other items.	££
	The Market	To explore ways to use the market space, outside of its core market hours for community use, for example a music club.	££

High Priority | Medium Priority | Low Priority

£ £100k | ££ £100k to £1m | £££ >£1m

Operational and Programme Projects

Goal	Project and Priority	Activity	Costs
Thematic	An Eventful Town	To bring together town centre-focussed organisations to co-ordinate town centre identity, story, event development and organisation and to jointly market, promote and collaborate and develop activities and projects.	£
	An Eventful Town	To develop digital accessibility apps that support people with visual impairments across the town centre.	£
	An Eventful Town	To build on the recent installation of two new LoRaWAN gateways (wireless networks for low-power devices to communicate over long distances), extending coverage across Abergavenny to enable the town council, businesses, and residents to deploy sensors for collecting hyper-local environmental data on air quality, soil health, and infrastructure monitoring so they can make informed decisions.	££
	An Eventful Town	To consider smart technology that complements physical accessibility standards.	££
Bailey Park	Bailey Park	To continue to manage the park and its relationship between sports, recreation, play and informal activity.	£
A Town for All	A Town for All	To consider smart technology that complements physical accessibility standards.	£

High Priority | Medium Priority | Low Priority

£ <£100k | ££ £100k to £1m | £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Cross Street Destination Area	**Upper Cross Street**	Raise the quality of Upper Cross Street to create a more people-friendly space, with carriageway treatments and other features to shift priority away from vehicles, and support the growing cafe culture.	£££
	Upper Cross Street	Remove the wooden street cabin structures and replace them with more modern and flexible covered canopies or structures.	£
	Angel Corner	Improve the Angel Corner by making it a safer and more pleasant environment for pedestrians. Make it easier to move across streets, including Monk Street and Lower Castle Street. Create a space where pedestrians are prioritised.	££
	Monk Street	Improve the quality of Monk Street, including pavements, landscaping, signage and general townscape, in addition to its links to other streets, town centre spaces and keynote buildings.	££
	Market Street	Consider Market Street's role, looking at building improvements to the corner High Street building, addressing the different levels between the footway and carriageway, and using better signage and street information to advertise businesses along Market Street and into Lion Street.	££
	Market Street	Support building improvements along this street.	££

High Priority | Medium Priority | Low Priority

£ <£100k | ££ £100k to £1m | £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Cross Street Destination Area	Lower Cross Street	Develop Lower Cross Street using a place-based approach to footways and frontages and to enhance the “arrival” experience from the bus station and adjacent car park area. Work with building owners and tenants to agree an identity and improvements that support local business and increase accessibility.	£££
	Lower Cross Street	Support building improvements along this street.	££
	Angel Corner	Develop Lower Castle Street as a pedestrian priority street, with physical work to give priority to pedestrians at the junction with Cross Street and deter through traffic from using this narrow route.	££
	Monk Street	Look at ways to prevent pavement parking along this street, working with local residents to accommodate their needs as part of the solution.	£
Thematic	Property & Vacancy Management	Re-purposing Vacant Buildings: Target vacant or underused properties for re-purposing into vibrant small business spaces and creative hubs, or for community use or youth provision, on line with this placemaking plan’s objective to reduce vacancies and revitalise the town centre.	£££
	Street Management	Adopt a unified suite of street furniture including seats, benches, bins, bollards, information and wayfinding systems and agree locations for rest and dwell at key stopping points.	££

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Arrival	Tudor Street and St Johns Square	Consider better link from Castle Street car park into St John's Square from the key arrival car parks and active travel routes. Create features along Tudor Street and Castle Street that link the castle area, the meadows and the bottom edge of the town centre, and while also reducing current traffic speeds. Ensure the linking space is accessible and safe for all, with vehicles acknowledging the people-focussed nature of the wider space.	££
	Tudor Street and St Johns Square	Create a stronger orientation point for visitors that highlights key attractions, amenities and facilities and that creates a wider circuit to explore local heritage, open spaces, keynote buildings and the heart of the town centre.	£
	Active Travel (AT) Links	Support the development of active travel routes that bring people by foot, wheeling and other forms of travel and that are accessible, safe and enjoyable. Include planned Llanfoist AT links through Castle Meadows into Byefield Lane car park, the castle area and Monmouth Road, linking on to the train station and the east of the town.	£££
	Train Station to Town Centre	Develop a wayfinding link for pedestrians between Abergavenny train station and the bus station arrival area of the town centre.	£
	Train Station to Town Centre	Use pedestrian priority crossings along Monmouth Road at junctions with Station Road, Belmont Road, Fosterville Crescent, Holywell Road and at the bus station entrance.	££

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Arrival	**Bus Station Area Improvements**	Introduce greenery and a focal point to the bus station area with improved link across to the public toilets and on into lower Cross Street and the St Mary's Priory campus, that enhance accessibility for all and signage to and from the town centre.	££
	Monk Street and Lion Street Junction	Treat the junction between Monk Street, the B4233 and Lion Street to give greater priority to pedestrians.	££
	Bus Station Area Improvements	Include Swan Meadows in improvements that upgrade play provision and amenities within this green space next to the River Gavenny.	££
	Bus Station Area Improvements	Include the proposed improvements to Beili Priory between the car park, Plas Gunter Mansion garden, Tithe Barn and Monk Street. Ensure the well-being centre links into its immediate space and setting.	££
	Fairfield Car Park	Improve pedestrian links through the car park area onto Park Road and across to the town centre. Add visitor information points and signage. Use landscaping and trees (if feasible) to break up this soulless space. Improve the Park Road edge, such as the pedestrian guardrails and immediate buildings and underused land.	££
	Bailey Park to Town Centre	Create a stronger pedestrian link between the southwestern corner of Bailey Park, the A40, the route through Morrison's food store site, Market Street and the town hall. Enhance the A40 carriageway at this point to announce pedestrian movement through the use of a courtesy crossing.	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Gateways	**Llanfoist Bridge and Tudor Street Gateway**	Improve the announcement of the town centre from the southwestern approach by treating highways, advanced, directional and continuity signage, soft landscaping, potential public art and features.	£
	Llanfoist Bridge and Tudor Street Gateway	Direct visitors onto Merthyr Road and to the southern edge of the town centre via Tudor Street. Use features or signage along Tudor Street to direct visitors into car parks and key public arrival spaces and to complement speed reduction measures.	£
	Monmouth Road Gateway	Co-ordinating with improvements at the outer gateway at the Hardwick Roundabout and Plas Derwen approach that enhance town gateway signage and associated landscaping, improve the inner gateway from the Abergavenny Hotel corner towards the bus station area and Aldi food store corridor.	£
	Monmouth Road Gateway	Include “welcome to Abergavenny town centre” signage, trees and planting to soften edges alongside the food store, bus station area and car parks, to enhance the Gavenny brook, Swan Meadows and Gorsedd stones area.	£
	Monmouth Road Gateway	Address underused space on the A40, for example at the Mill Street junction with lower Cross Street, to manage commercial bins storage and improve civic pride.	£
	Brecon Road Gateway	Enhance first impressions entering the town from the west along the A40 from the junction with Merthyr Road to the cenotaph edge of Frogmore Street and the space around the Pen-y-pound junction. Adopt a co-ordinated approach to commercial building frontages, pavement improvements and decluttering highways furniture and look at ways to create a more accessible and safer pedestrian space.	££

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Gateways	Monmouth Road Gateway	Work with Abergavenny Castle on tree and landscape management that reveals the castle and walls while supporting local biodiversity.	£
	Brecon Road Gateway	Announce venues such as the Melville Arts Centre and Theatre and St Michael's Centre from this gateway, and link into the proposed residential development (16 flats, 9 affordable and 7 private rented) at the former Ty'r Morwydd House and Environmental Study Centre.	£
The Market	The Market	Install new kiosks and event areas and divide the space while avoiding physical intrusion into the central space.	££
	The Market	Explore how the internal space can work with the immediate upper area of the Brewery Yard to support events and festivals, for example awnings and tensile structures.	££

High Priority | Medium Priority | Low Priority

£ <£100k | ££ £100k to £1m | £££ >£1m

Capital Infrastructure Projects

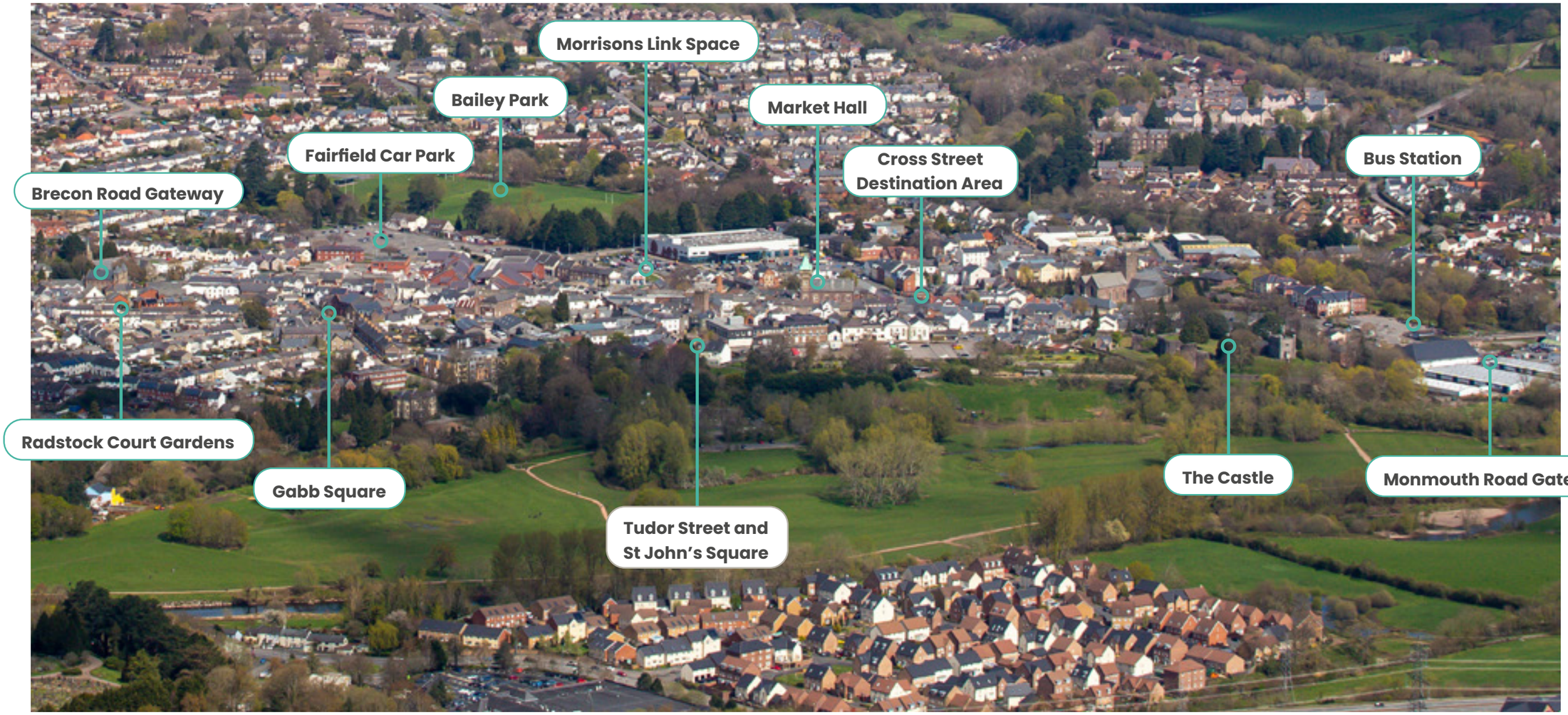
Goal	Project & Priority	Activity	Costs
Bailey Park	Bailey Park	To explore ways of improving existing facilities such as the sports stand that supports inter-generational activity e.g. working with young people to make this functional and safe for all. To work with young people on projects that they co-design, maintain and develop e.g. a place to meet and hang out in.	£
	Bailey Park	To develop its relationship and linkages to the town centre next to Fairfield car park and the A40.	£
A Town for All	A Town for All	The provision of a Changing Places toilet provision at a point of arrival.	££
	A Town for All	Whether the Shopmobility/Walking/Cycling facilities can be integrated into one central small hub provision and whether this proposal could also incorporate a changing places facility. Discussion on sites options at existing Castle Street car park or bus station, amongst others.	££
	A Town for All	Cycle stands that are in the right locations that are visible and safe.	£

High Priority Medium Priority Low Priority

£ - low <£100k ££ - medium £100k to £1m £££ - high >£1m

Proposed Place-Based Projects

These are some of the proposed physical place-based projects for the town centre.



Gateways

Objective:

Improve main routes into the town centre by creating stronger gateways; improving key frontages, corners, crossings and spaces; and adopting street-based design principles to make them more people-friendly.

LLANFOIST BRIDGE AND TUDOR STREET GATEWAY

- Improve the announcement of the town centre from the southwestern approach through highways treatment, advanced, directional and continuity signage, soft landscaping, and potential public art and features.
- Direct visitors onto Merthyr Road and to the southern edge of the town centre via Tudor Street. Features or signage along Tudor Street that direct visitors into car parks and key public arrival spaces and complement speed reduction measures.

BRECON ROAD GATEWAY

- Enhance first impressions entering from the west along the A40 from the junction with Merthyr Road to the cenotaph edge of Frogmore Street and space around the Pen-y-Pound junction.
- Adopt a co-ordinated approach to commercial building frontages, pavement improvements, decluttering highways furniture and ways to create a more accessible and safer pedestrian space.
- Announce venues such as the Melville Arts Centre and Theatre and St Michael's Centre from this gateway, and link into the proposed residential development (16 flats, 9 affordable and 7 private rented) at the former Ty'r Morwydd House and Environmental Study Centre.

Gateways

Objective:

Improve main routes into the town centre by creating stronger gateways; improving key frontages, corners, crossings and spaces; and adopting street-based design principles to make them more people-friendly.

MONMOUTH ROAD GATEWAY

- Coordinate with improvements at the outer gateway at the Hardwick Roundabout and Plas Derwen approach that enhance town gateway signage and associated landscaping and improve the inner gateway from the Abergavenny Hotel corner towards the bus station area and Aldi food store corridor.
- Include “welcome to town centre” signage, trees and planting to soften edges alongside the food store, bus station area and car parks, and emphasise the Gavenny brook, Swan Meadows and Gorsedd stones area.
- Work with Abergavenny Castle on tree and landscape management that reveals the castle and walls while supporting local biodiversity.
- Address underused space on the A40, for example at the Mill Street junction with lower Cross Street, to manage commercial bins storage and improve civic pride.

Abergavenny Hotel

Arrival

Objective:

Improve the visual appeal and functionality of key public spaces and streets at arrival points and linkages on the edge of the town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

BUS STATION AREA IMPROVEMENTS

- Introduce greenery and provide a focal point to the bus station area with improved link across to the public toilets and on into lower Cross Street and the St Mary's Priory campus. Enhance accessibility for all and signage to and from the town centre.
- Include Swan Meadows in improvements, upgrading play provision and amenities in this green space next to the River Gavenny
- Include the proposed improvements to Beili Priory between the car park, Plas Gunter Mansion garden, Tithe Barn and Monk Street. Ensure the well-being centre links into its immediate space and setting.

FAIRFIELD CAR PARK

- Improve pedestrian links through the car park area onto Park Road and across to the town centre.
- Add visitor information points and signage.
- Use landscaping and trees (if feasible) to break up this soulless space.
- Improve the Park Road edge, such as the pedestrian guardrails, immediate buildings and underused land.

Arrival

Objective:

To improve the visual appeal and functionality of key public spaces and streets at arrival points and linkages on the edge of the town and maintain civic pride in the town centre that is attractive, diverse, innovative and sustainable.

BAILEY PARK TO TOWN CENTRE

- Create a stronger pedestrian link between the southwestern corner of Bailey Park, the A40, the route through Morrison's food store site, Market Street and the Town Hall.
- Enhance the A40 carriageway here using a courtesy crossing to announce pedestrian movement.
- Strengthen signage on the railings and gate to show Bailey Park as a key open space for sports, recreation, local nature, civic pride, events and taking time out. The town council is proposing a community art project here that will improve the identity of the park.

TRAIN STATION TO TOWN CENTRE

- Work with Transport for Wales and Network Rail to improve parking provision, taxi rank and visitor information at this key transport hub.
- Develop a wayfinding link for pedestrians between Abergavenny train station and the bus station arrival area of the town centre.
- Explore the feasibility of a low-carbon local hoppa bus service that connects the train station, bus station and key destinations within the town centre, with provision for luggage, shopping and other storage.
- Install pedestrian priority crossings along Monmouth Road at junctions with Station Road, Belmont Road, Fosterville Crescent, Holywell Road and at the bus station entrance.
- Install an accessible wayfinding system that uses physical signs and audible instructions (accessed via a digital app) to inform people of distances and walking times to key sites across the town centre. Link into proposed gateway works.

Arrival

Objective:

Improve the visual appeal and functionality of key public spaces and streets at arrival points and linkages on the edge of the town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

ACTIVE TRAVEL (AT) LINKS

- Support the delivery of active travel routes that bring people to the town centre by foot, wheeling and other forms of activem accessible and safe travel. Includes the planned Llanfoist AT links through castle meadows into Byfield Lane car park, the Castle area and Monmouth Road link onto the train station and to the east of the town.

COMPREHENSIVE WAYFINDING STRATEGY

- Connecting arrival points to key destinations:
  - Develop a wayfinding strategy and plan that looks at a variety of physical and digital elements, including maps and signs, use of buildings and landmarks as orientation cues, to create well-structured paths, different visuals and a clear choice of routes.
  - Create a unified design approach that reflects Abergavenny's character.
  - On completion of the strategy, install consistent wayfinding systems at all car parks showing walking times and key attractions.
  - Consider the use of public artwork within the signage strategy and plan.
  - Include digital integration opportunities linking to SMART towns initiatives.
  - Provide clear orientation maps and directional information.
  - Include curated journeys about local heritage and attractions.

Arrival

Objective:

Improve the visual appeal and functionality of key public spaces and streets at arrival points and linkages on the edge of the town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

TUDOR STREET AND ST JOHN'S SQUARE

- Consider better links from Castle Street car park into St John's Square from the key arrival car parks and active travel routes.
- Create features along Tudor Street and Castle Street that link the castle area, the meadows and routes into the bottom edge of the town centre and reduce traffic speeds.
- Ensure the linking space is accessible and safe to all, with vehicles respecting the people-focussed nature of the wider area.
- Create a stronger orientation point for visitors that highlights key attractions, amenities and facilities and creates a wider circuit for exploring local heritage, open spaces, keynote buildings and into the heart of the town centre.
- Explore how the existing toilets and shopmobility can be integrated into a new building in the Castle Street car park, potentially including a changing places facility, secure cycle provision and tourist information point.
- Work with the Royal Mail and BT on their long term aspirations for the site and to explore redevelopment opportunities or ways to enhance the key elevations of the St John's Square sorting office building.

Tudor Street

St John's Square

Tudor Street and Castle Street

Objective:

Strengthen links into the town centre and through St John's Square from the surrounding car parks. A new hub building will improve new public toilets and provide a Changing Places facility, and could provide a new Shopmobility centre and cycle hub.

- A new hub building will include new public toilets, shopmobility and a Changing Places toilet.
- The building could also potentially accommodate a new cycle hub where people can safely store their bikes, a repair station and changing facilities.
- The hub building will be a new landmark within the town and the first port of call for many users.
- Materials will help strengthen links and give visual cues between the car parks and St John's Square.
- New wayfinging signage will help direct people to key locations.
- Opportunity to improve the facade of the Royal Mail building to make it more attractive and enhance the setting of St. John's Square.
- Opportunity to introduce rain gardens into the area.
- The use of materials will improve crossing points over the street and better connect the town centre to its car parks.

Make the town more accessible | Better wayfinding | Improve crossings | Enhance the look of the area | Strengthen existing spaces | Promote cycling

Tudor Street and Castle Street

Potential facade improvements to the BT/Royal Mail building

Changing places

Shopmobility

Cycle hub

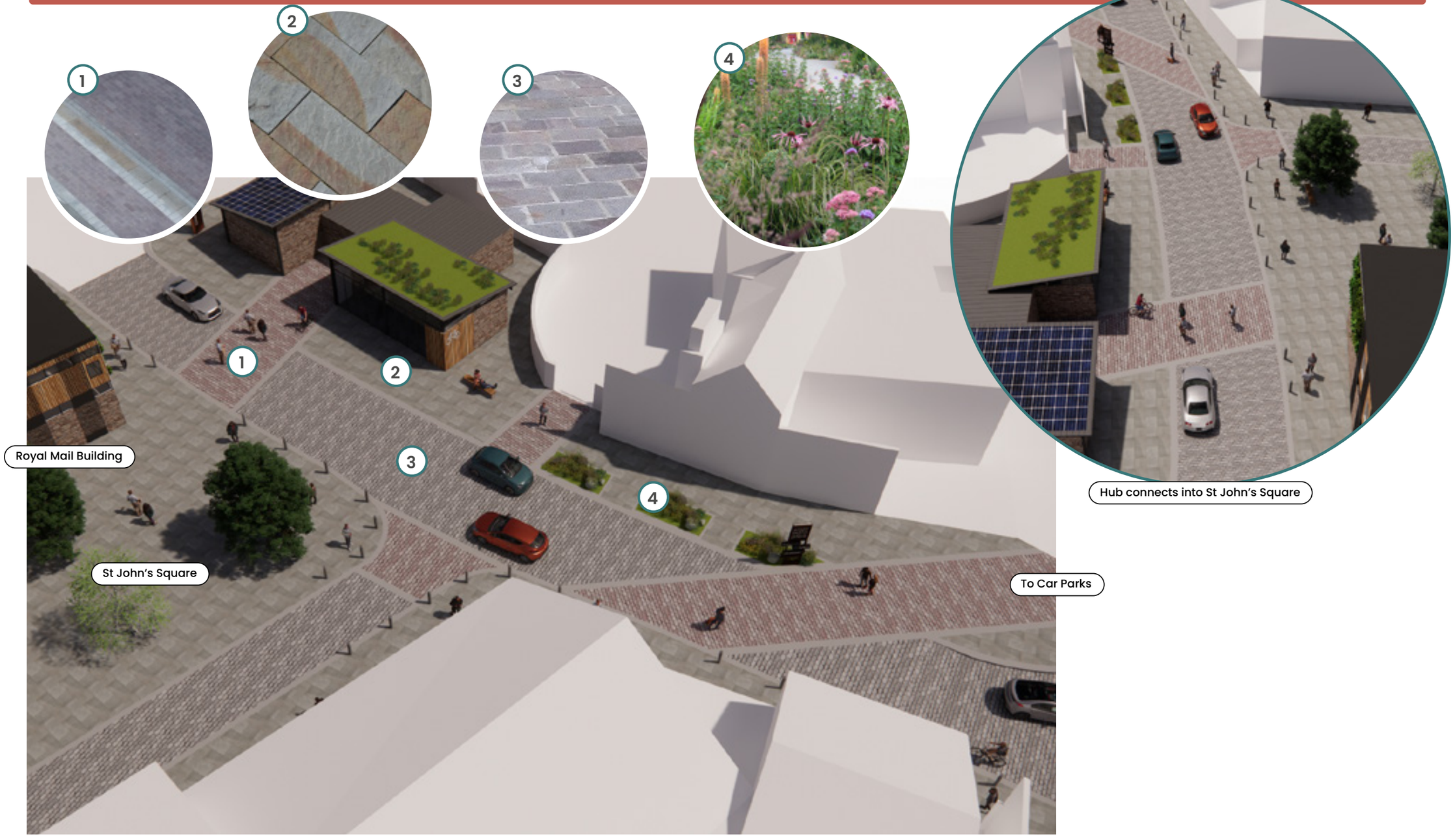
Public toilets

1. Potential location for a new hub building
2. Clear and obvious crossings connecting car parks to St John's Square
3. Wayfinding point to direct people to local destinations
4. Rain gardens to help green the street
5. Enhanced facade to the BT/Royal Mail building

Tudor Street and Castle Street

1. Potential location for a new hub building
2. Clear and obvious crossings connecting car parks to St John's Square
3. Wayfinding point to direct people to local destinations
4. Rain gardens to help green the street
5. Enhanced facade to BT/Royal Mail building

Tudor Street and Castle Street



Cross Street Destination Area

Objective:

Improve main routes into the town centre by creating stronger gateways; improving key frontages, corners, crossings and spaces; and adopting street-based design principles to make them more people-friendly.

Adopt an integrated place-based approach to the whole Cross Street corridor, specifically.

- Centre **Lower Cross Street** using on a place-based approach to footways, frontages and to enhance the "arrival" experience from the bus station area. Working with building owners and tenants to agree an identity and suite of improvements that support local business while increasing accessibility.
- Improve the **Angel Corner** to make it a safer and more pleasant environment for pedestrians. Make it easier to cross streets, including Monk Street and Lower Castle Street. Create a space that prioritises pedestrians over vehicles. Develop Lower Castle Street as a pedestrian priority street, with physical changes to give priority to pedestrians at the junction with Cross Street and to deter through traffic from using this narrow route.
- Raise the quality of **Upper Cross Street** to create a more people-friendly space, with carriageway treatments and other features to move priority away from vehicles and support the growing cafe culture. Remove the wooden street cabin structures and replace them with more modern and flexible covered canopies or structures.
- Consider **Market Street's** role, looking at building improvements to the corner High Street building, level changes between the footway and carriageway, and annnouncing businesses along Market Street and into Lion Street through better signage and street information.
- Improve the quality of **Monk Street** including its pavements, landscaping, signage and general townscape quality, in addition to its link to other streets, town centre spaces and key buildings. Explore how to deter pavement parking along this street, working with local residents to accommodate their needs as part of the solution.
- Work with South East Wales Trunk Road Agency to enhance the A40 from Hardwick Roundabout out to Brecon Road that using street-based principles from a number of proposals in this plan.

The whole-street approach also brings together and signposts key heritage assets such as Plas Gunter Mansion, St Mary's Priory campus, the town's castle and museum as well as its historical streetscene. This is a mixture of physical improvements, signage and interpretation (public artwork and storytelling) and use of digital storytelling.

Lower Cross Street

Enhance the arrival experience to the town from the A40 and improve pedestrian links from the bus station to the town centre. Work with building owners and tenants to create an identity for the street that helps to improve footfall and accessibility.

- The current street feels a little run down, and not a place people would go out of their way to get to.
- Creates a poor arrival point with large car park and uninspired bus station.
- Need to improve wayfinding and pedestrian comfort from the bus station and car park and along the A40.
- Opportunity to create an identity for the street which builds on its historic features and good accessibility.
- A shop front 'design code' would help unify the street and help create an attractive route into the town.
- Public art and signage would help create a 'Welcome to Abergavenny' gateway feature.
- Landscaping would soften the urban nature of the area, reduce the impact of cars and create a more pleasant urban environment.

Lower Cross Street

Make the town more accessible | Improve shop frontages | Improve connections | Make a safer space | Gateway to town centre | Soften the urban envionment

Upper Cross Street

Objective:

Help give this historic street and key route to the Market Hall back to the people. Reclaim the physical and psychological space taken up by cars to create for an active and vibrant street for shops to spill out onto and for cafe and restaurant seating.

- The street feels like a vehicle street even when the gates are closed and pedestrians tend to stick to its edges..
- Removing a defined carriageway from the street will break this psychological effect and encourage people to use more of the space.
- The current vehicle access times will be maintained to help drive evening activity and uses.
- A series of rain gardens and benches will give people places to stop and dwell.
- Space will be provided to allow shops to spill out onto the street and for cafe and restaurant seating.
- Paving around the Market Hall will radiate out from the entrance and help draw people inside. This will be a true feature point within the street.
- Materials used around the market will reflect the building and help further highlight this landmark building.
- Some parking will be retained on the street.
- Rain gardens and benches will be arranged to maintain access to shops.

Make the town more accessible | Improve pedestrian crossing | Make a safer space | Gateway to town centre | Improve connections

Cross Street

Upper Cross Street

Cars are accommodated but do not become the focus of the scheme

Places to stop and rest

More spill out space

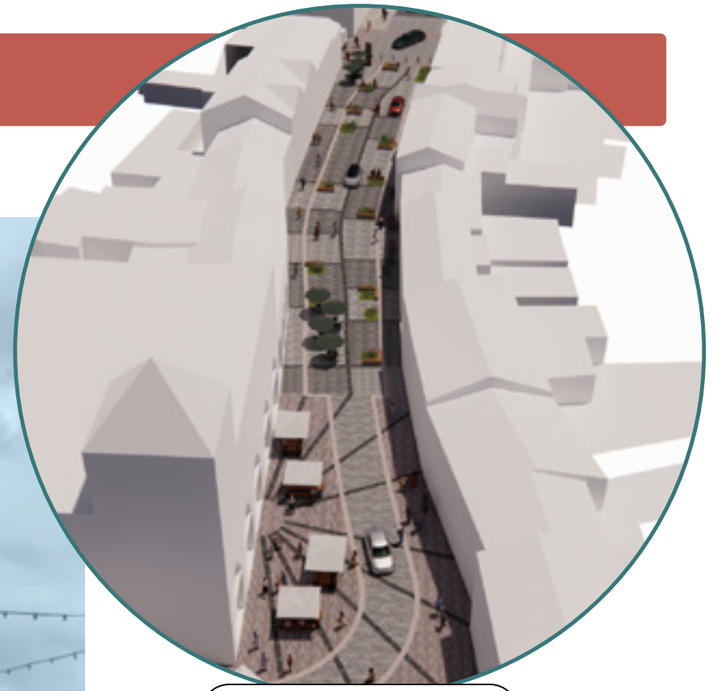
1. Paving responds to the buildings and the place to unify the street and remove the psychological barrier that there's an area for cars and an area for people
2. Radial paving focuses in on and draws people into the Market Hall
3. Series of rain gardens and seating give people places to stop and rest
4. Spaces can be used for cafe andrestaurant seating during the day and parking in the evening

Upper Cross Street

Cars accommodated out of hours

Rain gardens add colour and vibrancy

Upper Cross Street



Space outside the Market Hall becomes the focus of the street

Paving helps to define spaces and features

Angel Corner

Objective:

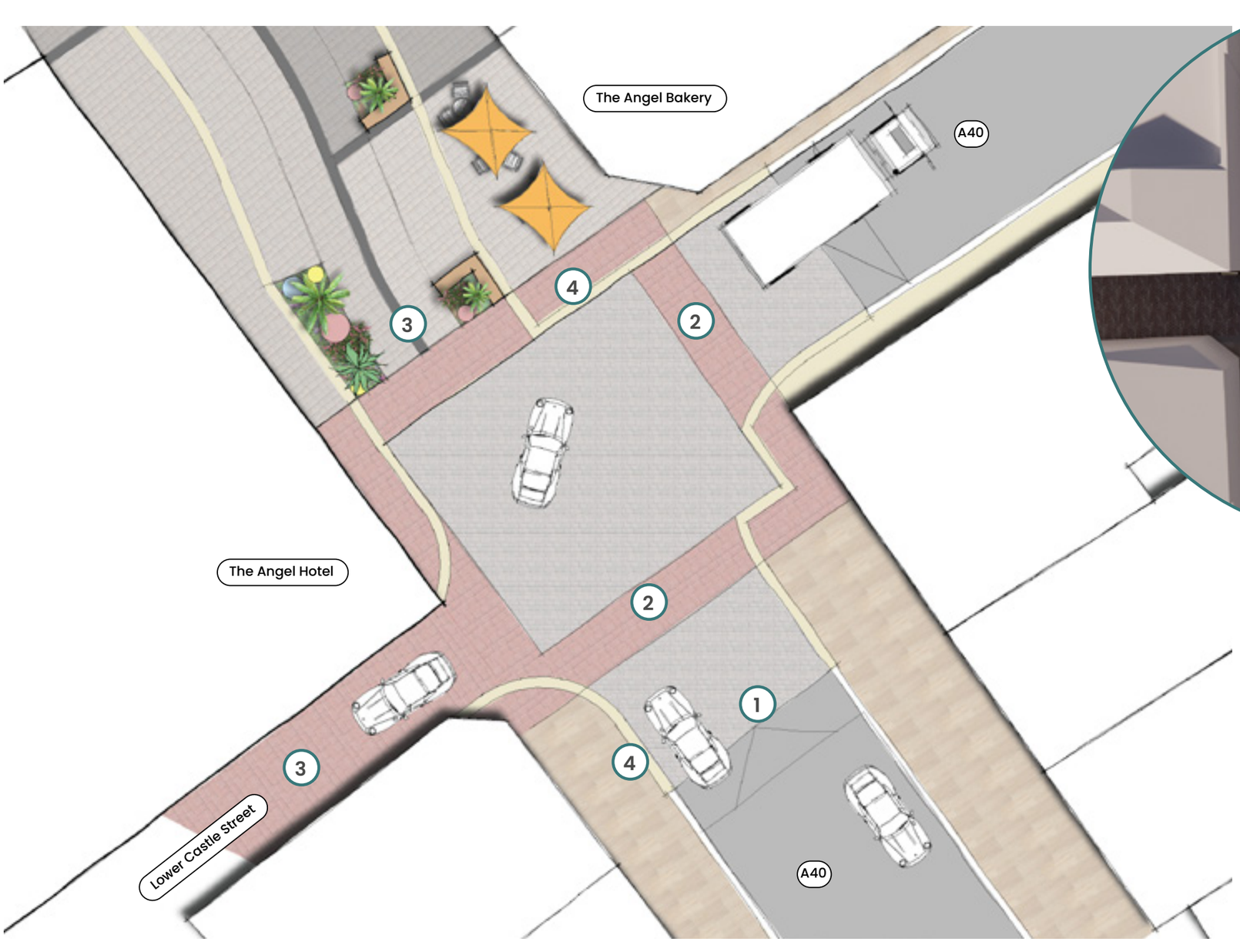
Enhance key junction along the A40 and gateway to the town centre. There is a need to improve the pedestrian environment, make it easier and safer to cross the road and help people get to where they want to go.

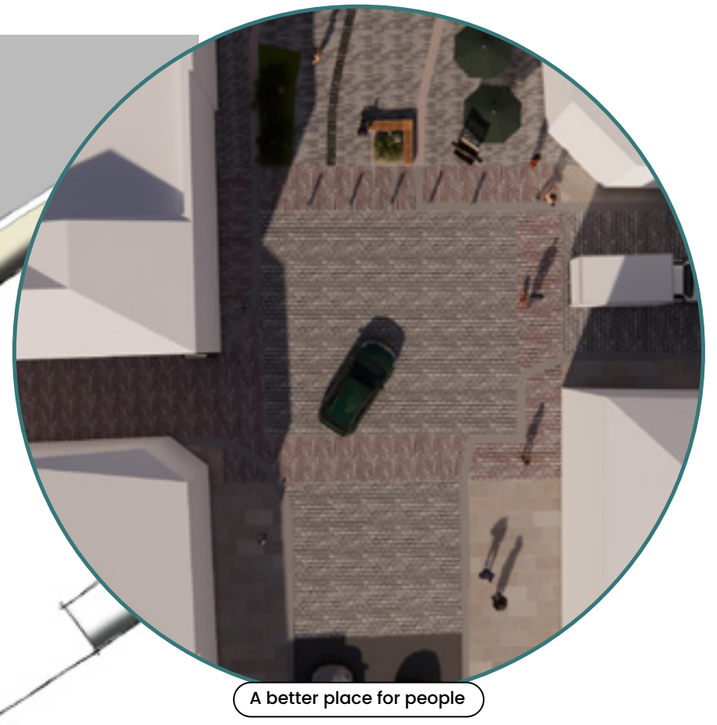
- Enhance the pedestrian environment and make a series of clear and direct crossing points for people.
- Create a space which help drivers to slow down and be more cautious, creating a safer environment for pedestrians.
- Help movement between bus station, St Mary's Priory, town centre, market and castle.
- Create a gateway point at the edge of the town centre.
- Maintain all current forms of movement and access.
- Better highlight the turn up to Lower Castle Street.
- Work with the proposals for Cross Street.
- Widen footpaths where possible to give more space to people.

Angel Corner

Make the town more accessible | Improve pedestrian crossing | Make a safer space | Gateway to town centre | Improve connections

Angel Corner





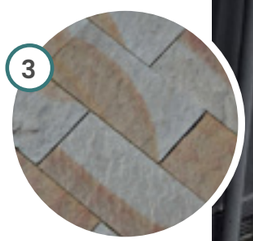
1. Raised table to help slow vehicles down and improve accessibility
2. Clear and direct crossing points
3. Current points of movement and access maintained
4. Tactile paving to ensure accessibility

Angel Corner

1

Improve wayfinding and connections through the area

2



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The Market

Objective:

Develop the town's indoor and outdoor markets so that they adapt to the changing needs of the local community and appeal to a breadth of visitors. Build on their character, provenance, creativity and sense of community, with weekly and specialist markets as well as smaller community-run activity through to larger signature town events.

At the heart of Abergavenny's town centre life, the indoor Market Hall, Brewery Yard and their surrounding streets draw the community and visitors every week throughout the week and year.

- The indoor market's large, flexible space is key to its character and should be retained. However, there are opportunities on the sides of the internal space to provide improved infrastructure.
- Add new kiosks, event areas and the divide the internal space while avoiding physical intrusion into the central space.
- Improve the operation of the building including heating, access, better acoustics and other items.
- Explore ways for the internal space to work with the immediate upper area of the Brewery Yard to support events and festivals such as awnings and tensile structures.
- Develop the market as a hub for innovation, enterprise, cooperative working and use of technology to support local supply chain development, purchasing and pilot ideas such as grocery collection boxes.
- Explore ways to use the market space for community activities such as music clubs outside of the core market hours.
- Widen the appeal of the market to young people, specifically by exploring a youth market and to extending street food presence.

The Market

Bailey Park

Objective:

Continue to support Bailey Park as a key community space for sports, recreational, events and general well-being.

- Support Friends of Bailey Park with their award-winning civic planting and amenity enhancements across the space, by promoting volunteering, donations and general help.
- Develop the park's relationship with an links to the town centre next to Fairfield car park and the A40.
- Continue to manage the park and its relationship between sports, recreation, play and informal activity.
- Explore ways to improve existing facilities such as the sports stand that supports inter-generational activity, for example by working with young people to make it functional and safe for all. Work with young people on projects that they co-design, maintain and develop such as a place to meet and hang out.

A Town for All

Objective:

Improve the visual appeal and functionality of key public spaces and streets at arrival points and link on the edge of town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

In addition to improvements to spaces, street furniture, buildings, crossings and physical accessibility at junctions, specific proposals include:

- To undertake a town centre access audit and implement the recommendations.
- Undertake a walking, cycling and horse-riding assessment and review.
- Provide a Changing Places toilet at a point of arrival, considering existing under-used buildings as well as new sites.
- Explore whether shopmobility, walking and cycling facilities can be integrated into one central small hub and whether this hub could also include a Changing Places facility. Sites could include the existing facility in the Castle Street car park and the bus station, among others.
- Consider smart technology that complements physical accessibility standards.
- Water-refill points.
- Clearly visible and safe cycle stands in the right locations.

Stringing Together Public Realm

Objective:

Improve the visual appeal and functionality of key public spaces and streets at arrival points and link on the edge of town and maintain civic pride in a town centre that is attractive, diverse, innovative and sustainable.

There are several pockets of public realm in the town centre that have potential to extend peoples' exploration of the town, provide spaces of well-being and animate nearby buildings and linkages. These include:

- **Gabb Square.** Off Baker Street, the square has potential to support arts and cultural activity, links into Lewis's Lane and complement uses in the former Carnegie Library. Its relationship to Frogmore Street and the fire damaged former Richards building site is an opportunity to consider.
- **Radstock Court Gardens.** Create a place of rest just off Brecon Road which could be a community-led civic project.
- **Morrisons Link Space.** This area of land links Park Road and Lion Street and could be a key space that directs people to and from the town centre. The county council is addressing trees and planting but there is a need to consider future phasing.
- **Lion Street and Market Street Junction.** To make improvements to this junction that assists the visually impaired with navigating this space.
- **Former Whitehorse Lane Toilet Block.** Develop options for the former toilet block that could include i) disabled toilets ii) youth enterprise provision iii) pocket courtyard space, among other ideas.

Gabb Square

Objective:

Re-imagine Gabb Square as an oasis within the town where people can have a quiet moment or sit to have their lunch. During the evening and weekends it can become a place for markets or events that spill out from the cinema.

- Ample seating, landscaping and trees help create an oasis within the town.
- Seating is arranged into 'nooks' where people can have some quiet time alone or gather in small groups.
- The linear route between Victoria Street and Lewis's Lane is reinforced to help draw people towards the former library, cinema and surrounding businesses.
- Materials help to unify and expand the space, so that the full extent of the square can be used.
- Residents parking is maintained along with some of the disabled parking bays. The other disabled spaces will be relocated to a more convenient location.
- Entrance to the cinema is highlighted with 'red carpet' paving.
- A level shared-surface space makes the area more accessible by avoiding the need to step up and down for the carriageway.
- Current one-way system and access to car parks maintained.
- During the evenings and weekends the space can be used for markets, events or a cinema premiere.
- Large feature tree creates a focal point for the square and mirrors the existing library tree.

Green oasis | Quiet reflection or small gatherings | A usable and practical space

Gabb Square

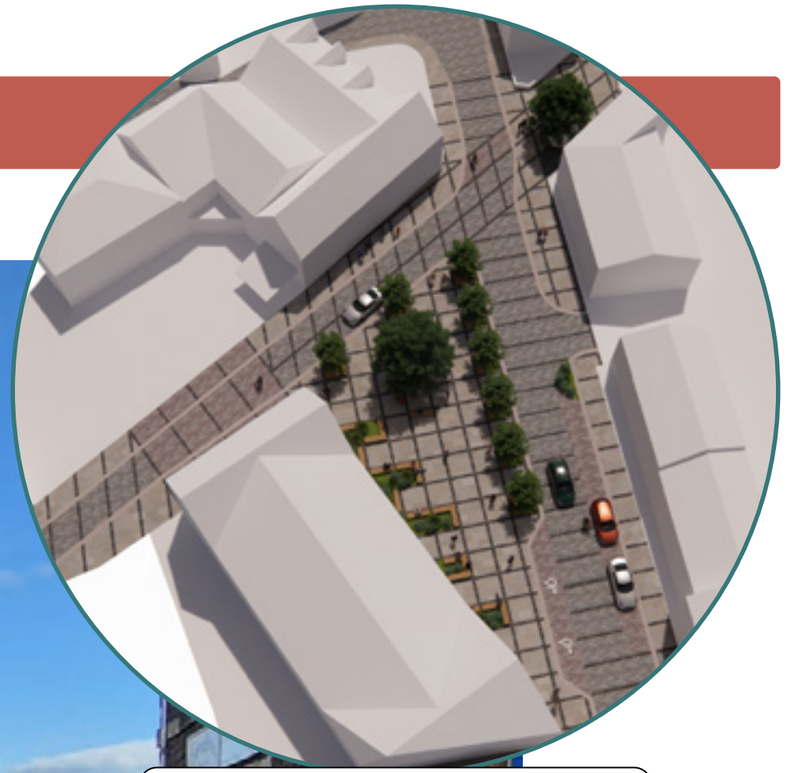
Gabb Square

1. Large feature tree at heart of the square provides shade and respite
2. Seating arranged into a series of 'nooks'
3. Seating also positioned under the trees for shade and shelter
4. Linear route to library strengthened through the use of materials
5. 'Red carpet' at entrance to cinema
6. Carriageway and parking spaces defined by use of materials
7. Existing tree outside the library retained if possible
8. Residents parking maintained
9. Some disabled parking bays maintained
10. Ample space for markets and events

Gabb Square

Ample seating arranged for individuals or small groups

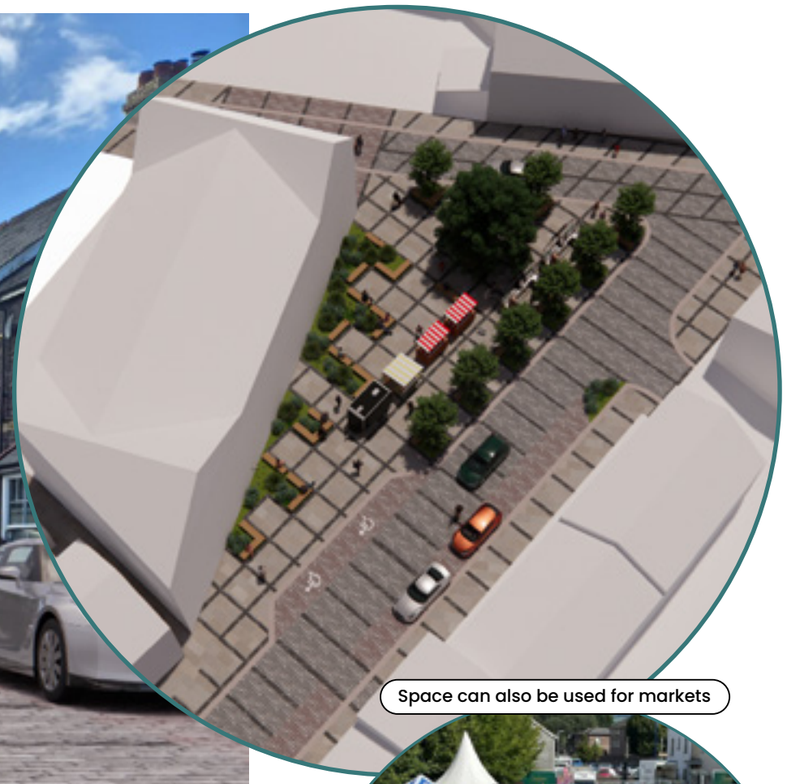
Materials reinforce the link between the library and Lewis's Lane.



Trees and landscaping create an oasis within the town

Gabb Square

Some disabled parking retained



Evening events

Space can also be used for markets

Proposed Place Management and Thematic Projects

Objectives:

Property And Vacancy Management

Implement strategies and support for property owners that encourage tackling vacancies but also the adaptive reuse of large vacant properties.

Objectives:

Smart Town

Use digital technology to enhance how people experience and move around Abergavenny, while gathering data that helps the town centre work better.

Objectives:

Street Management

Install a unified suite of street furniture and agree locations for rest and dwell at key stopping points.

Objectives:

An Eventful Town

Sustain events and festivals that need resourcing, volunteers and funding to meet visitor expectations and explore ways to develop new events and uses, outside of signature events and festivals, that bring year-round benefits.

Objectives:

Identity

Integrate town centre brand, storytelling, marketing and promotion, inter-organisational communication and ways of working.

Place Management Activities

Property And Vacancy Management

Re-purposing Vacant Buildings: Target vacant or underused properties for re-purposing into vibrant small business spaces or creative hubs, or for community use or youth provision, aligning with the placemaking plan's objective to reduce vacancy and revitalise the town centre.

Buildings to repurpose include (not exclusive):

- Banks: Barclays (now sold), HSBC (currently occupied)
- Royal Mail Delivery Office: enhancement to façades
- Carnegie Library: support a complementary use in the building
- Plas Gunter Mansion and garden

Building Improvement Grants need to support:

- External and internal improvements to bring vacant commercial floor space back to positive use.
- External shop front improvements with no internal work.
- Conversion of vacant or underused upper floors into new residential accommodation.
- Works to enable temporary meanwhile or pop-up uses in currently vacant premises in town centres.

Frontages to include:

- Brecon Road
- Monk Street
- Whitehorse Lane
- Market Street
- Lower Cross Street

Place Management Activities

Street Management

- Install a unified suite of street furniture (seats, benches, bins, bollards, information and wayfinding systems) and agree locations for rest and dwell at key stopping points.
- Audit signage and street clutter and rationalise street paraphernalia so that the streetscene is simpler to the eye.

An Eventful Town with a Strong Identity

- Bring together town-centre focussed organisations to co-ordinate the town centre's identity, story, event development and organisation and to jointly market, promote and develop activities and projects.

Continue to Develop Abergavenny as a Digital Smart Town, that Includes:

- Work with young people on the provision of a smart bench that provides USB charging, Wi-fi hotspot and more.
- Develop digital accessibility apps that support people with visual impairments across the town centre.
- Build on the recent installation of two new LoRaWAN gateways (wireless networks for low-power devices to communicate over long distances), extending coverage across Abergavenny so the town council, businesses, and residents can deploy sensors to collect hyper-local environmental data on air quality, soil health, and infrastructure monitoring that will help them make informed decisions.
- Work together on events, festivals and activities to facilitate joint procurement, infrastructure, knowledge sharing, volunteering and more.

Visualising Success for Our Town Centre

What Success Look Like

When enabling and delivering change in a place like Abergavenny, it's vital to understand what success looks like. You need to be clear about the outcomes you are working towards and the process you need to follow to get there.

Why this is important

- Clear direction: Visualising success provides motivation and helps everyone rally around a common purpose
- Building trust: It strengthens relationships between partners and the community
- Accountability: It demonstrates to funding organisations that you are achieving your outputs and outcomes, showing a return on their investment
- Progress tracking: It provides a framework to monitor how well projects are working

The difference between outputs and outcomes

- **Outputs** are the direct results of your activities such as the number of new benches installed or metres of footpath improved
- **Outcomes** are the longer-term changes these activities create such as increased footfall, improved community wellbeing or a more vibrant town centre

The following pages have examples of outputs and outcomes that can be considered when collecting and assessing the impact of projects and activities.

Making a Welcoming Gateway

What we want to achieve

Abergavenny's identity is distinctive and strong at the point of arrival, with the streetscene cared for, and navigation is easy into the town centre by car, public transport, walking and cycling.

Outputs

- **Total area of highway land enhanced**
- **Total area of greening**
- **Number of local walking andcycling movements**
- **Air quality count**
- **Pedestrian footfall from nearby residential areas**

Outcomes

- **Greater sense of town identity and belonging**
- **Increased mobility across the town centre**
- **Better visitor and user experience in terms of environmental quality**

What Success Look Like

Creating People-Friendly Streets

What we want to achieve

Roads become streets with investment in spaces and buildings, so people feel safer and have greater opportunities to dwell and engage with local businesses and activities, enjoying the charm of the town centre. The experience is memorable, encouraging return trips.

Outputs

- Total area of highway land enhanced
- Total area of greening
- Number of sustainable drainage schemes
- Number of users and visitors across the whole town centre
- Diversity of town centre uses and activities
- Spend, activity, dwell and satisfaction

Outcomes

- Greater sense of town identity and belonging
- Increased mobility across the town centre
- Greater visitor and user experience
- Increased opportunity to explore and engage with the wider town centre
- Local economic growth and sustainability

Building a 21st Century Market Town

What we want to achieve

A town of markets that are active, creative, diverse, innovative, local and reach out to all ages and backgrounds. The indoor market hall is a place for trade, arts, culture and community that is at the heart of the town's life and its identity.

Outputs

- Number of markets, events and activities across the week and year
- Number of users and visitors across the whole town centre
- Spend, activity, dwell and satisfaction
- Number of small business start-ups supported

Outcomes

- Inter-generational markets with a real sense of community life
- Greater sense of town identity and belonging
- The town and rural economy are diverse, resilient and prosperous

What Success Look Like?

Connecting Our Heritage and Culture

What we want to achieve

Accessible and diverse arts, culture, heritage and community events that are perceived as a coherent and visible cluster of venues and attractions, which are cross-marketed and form part of the wider town centre experience.

Outputs

- Number of collaborative arts and culture events and campaigns
- Number of integrated heritage experiences, associated trails, events and products
- Spend, activity, dwell and satisfaction

Outcomes

- A diverse and coherent arts and cultural scene that appeals to all
- Greater awareness of the town's heritage
- Greater sense of town identity and belonging

Future Ready and Well Managed

What we want to achieve

A place that feels co-ordinated, managed and cared for and that is actively promoted across the whole year with a real sense of a town centre community.

Outputs

- Spend, activity, dwell and satisfaction across the year
- Number of integrated campaigns, events, festivals and initiatives
- Maintaining and growing town centre satisfaction and loyalty

Outcomes

- Greater sense of town centre community pride and activism
- Greater inter-organisation collaboration and co-operation and group sustainability
- Better perception of community safety and well-being
- Sense of vibrancy and unique character across the whole town centre

Delivery Approach

Ways of Working

The Well-being of Future Generations Act and Abergavenny

The Well-being of Future Generations Act is the key piece of Welsh legislation that guides how we plan for Abergavenny's future. It requires us to think about sustainable development - how we'll meet today's needs without harming future generations' ability to meet theirs.

The Seven National Well-being Goals

This Act sets out seven national well-being goals that shape our planning for Abergavenny. Our placemaking plan must contribute to achieving these goals while addressing the town's specific needs and opportunities.

The Five Ways of Working

The Act also sets out five ways of working that we must consider to show that we're acting in accordance with the principle of sustainable development:

- **Long-term thinking** Balancing what Abergavenny needs now with what it will need in the future. Our proposals look beyond immediate fixes to create lasting positive change for the town centre that will benefit generations to come.
- **Integration** Bringing together social, economic and environmental considerations. For Abergavenny, this means connecting our historic heritage with modern sustainability goals, linking the town centre with surrounding neighbourhoods, and ensuring new developments complement existing assets while meeting the needs of all age groups.
- **Involvement** Listening to residents, businesses, visitors and stakeholders. This placemaking plan has been shaped by extensive consultation with Abergavenny's community, including dedicated efforts to understand what young people want from their town centre and what will encourage them to stay in or return to Abergavenny as they build their careers and families.
- **Collaboration** Working in partnership across sectors. Abergavenny's regeneration requires cooperation between the county council, town council, local businesses, community groups and residents, schools and importantly, young people who will inherit and shape the town's future.
- **Prevention** Investing in solutions that stop problems before they start. Rather than just responding to town centre challenges like vacant properties or poor connectivity, we're creating proactive strategies to strengthen Abergavenny's resilience and appeal.

We set out to meet these five ways of working when we wrote this plan, and will continue to work towards them as it is developed and delivered.

Ways of Working

Development and Delivery

Delivery of this placemaking plan is dependent on a partnership approach where strategic and local organisations bring their individual objectives into

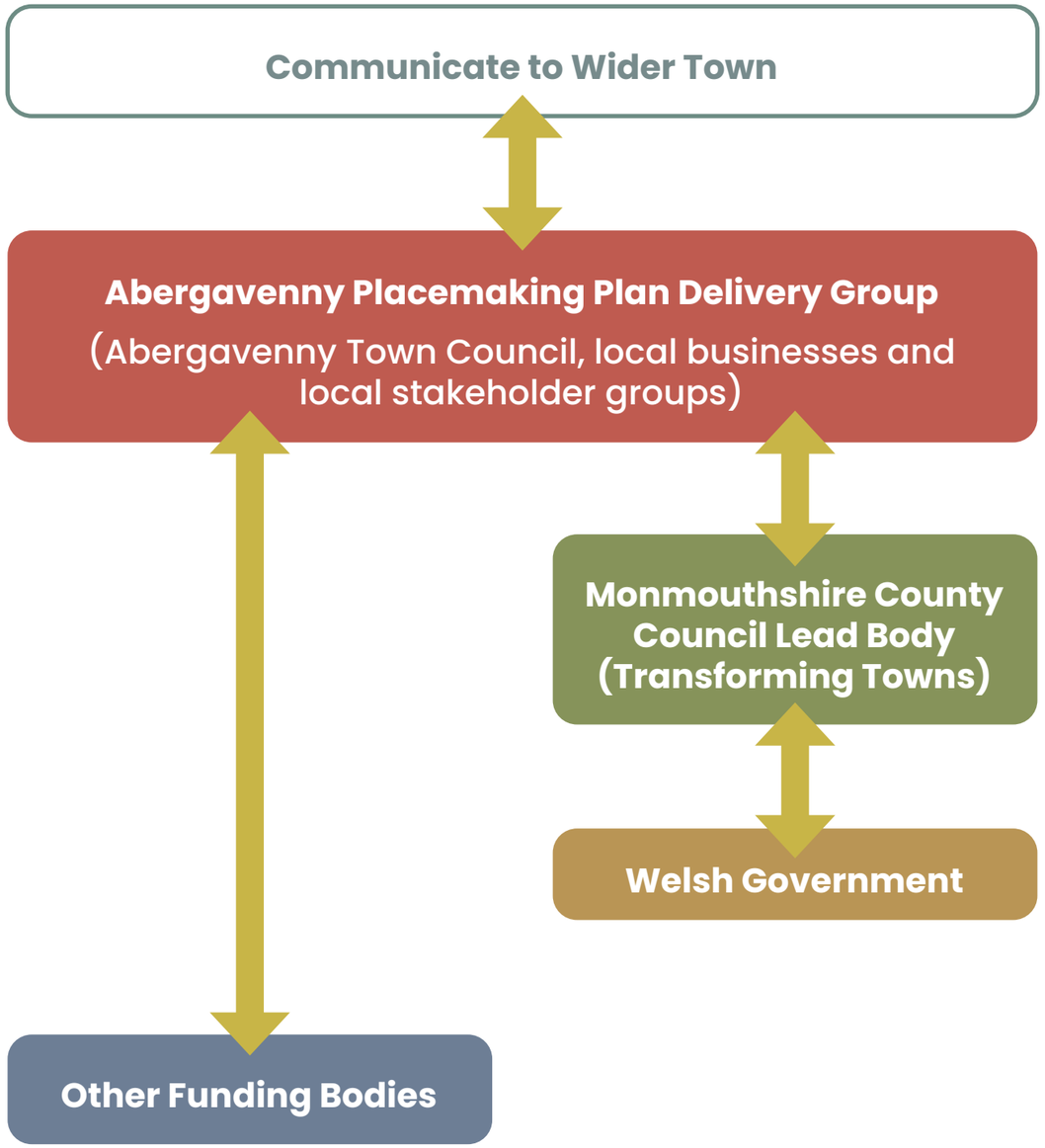
a collective set of proposals that benefit each other and, importantly, benefit Abergavenny town centre and its immediate neighbourhoods. The opportunities described within this plan each need a different mix of partners, resources and time if they are to be achieved.

The Placemaking Plan Delivery Group needs to build on the foundations of the Plan-making Steering Group, with a review of its membership and a consideration of the skillset needed to develop and deliver each project. Monmouthshire County Council will retain its position as lead body for Welsh Government's Transforming Towns programme and as a conduit for funding, monitoring and reporting.

The key success factors for delivering placemaking projects include:

- Understanding individual strengths including knowledge, expertise and physical assets 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 and public space and meets respective climate change and sustainability targets.
- Connecting local residents with various pathways to learning, health and well-being, physical activity and employment.
- Presenting a unified identity and story for a place like Abergavenny town centre, while respecting the identity of each individual organisation.

The delivery group also needs to consider how it will communicate with stakeholder organisations and the local community, maintaining this communication so people know where and when progress is being made.



Project: 11372

Date: 17 October 2025 4:05 pm

Version: 5

Abergavenny

Placemaking Plan Consultation Full Report

May 2025

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1. Key Messages from the Consultation

Draft Vision

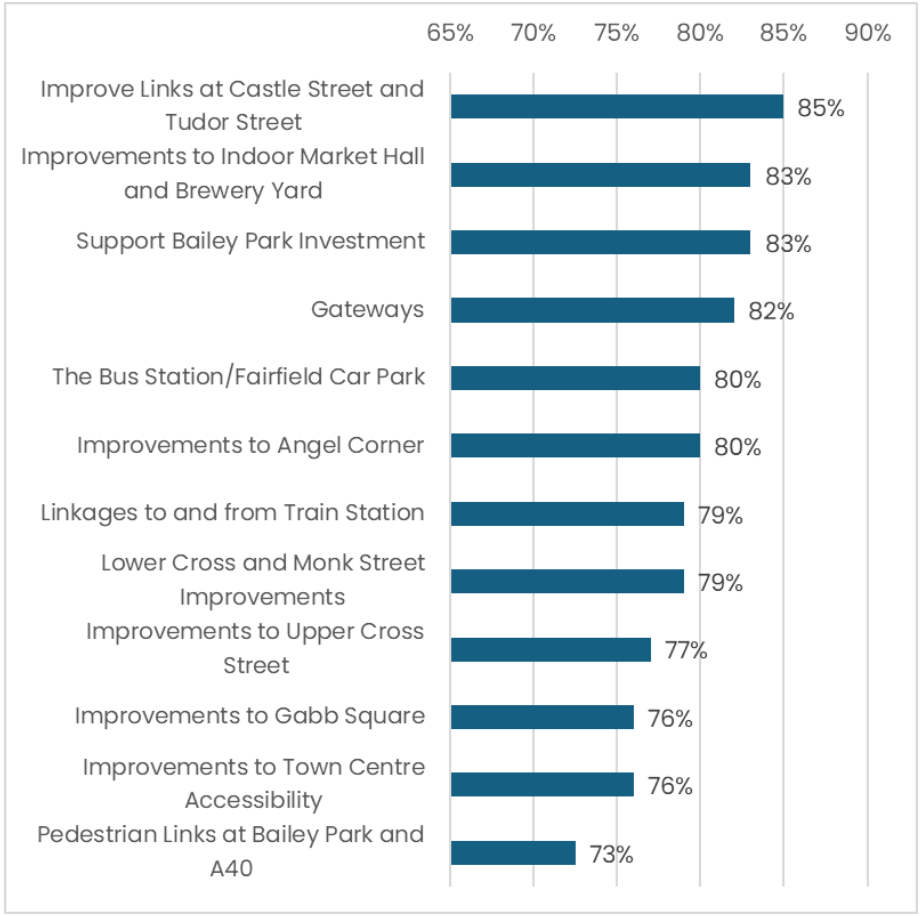
- **Level of support**: The Vision received good support with 71% of respondents agreeing (combining "totally agree or agree") while 10% disagreeing and 18% remaining neutral.
- **Key feedback messages**: Some respondents have commented on the need to not focus on the events focus of the town but its broader offer. Some specific comments have centred on the need to address environmental sustainability.
- **Implications for the placemaking plan**: The need to recognise the broader day to day offer of the town and for sustainability to be a cross-cutting theme.

6 Goals

- **Level of support**: The six goals were strongly supported with 80% either totally agreeing or agreeing with them all.
- **Key feedback messages**: Some greater clarity on what is meant by a 21st Century Market town is mentioned in comments.
- **Implications for the placemaking plan**: None arising.

The Proposals

Figure 1 - Ranking of Proposals by Levels of Agreement



Source: Let's Talk Monmouthshire survey n=368

Gateways

- **Level of support:** Strong level of support with 82% agreeing with the need to improve first impressions into the town centre from all approaches, that involves a mixture of signage, trees, landscaping and presenting the town's identity. Only 6% disagree with the proposals.
- **Key feedback messages:** Main areas of discussion range from lack of current maintenance and to address basics first, to enhance and present the town's identity, specifically on Monmouth Road and from Llanfoist. This includes to implement improvements to accessibility standards on footways and at road junctions.
- **Implications for the placemaking plan:** To identify quick wins that address maintenance and simple measures to announce the town alongside accessibility audits and future route improvements.

The Bus Station/Fairfield Car Park

- **Level of support:** Strong levels of support with 80% agreeing with the need to improve the general appearance of the bus station and Fairfield car park areas.
- **Key feedback messages:** There is a real lack of greenery within the central area of the bus station with accessibility experience between the bus stands and the car park convoluted and undefined. The need to include Swan Meadows within this area also needs consideration in relation to play and linkages. Fairfield car park lacks landscaping and also legible pedestrian routes.
- **Implications for the placemaking plan**: Comments support proposals with the need to include Swan Meadows area within improvements.

Improve Links at Castle Street and Tudor Street

- **Level of support:** Strong levels of support with 85% agreeing with the need to improve links between these respective car parks and the inner town centre and to enhance the Royal Mail site. 3% disagree with the proposals.
- **Key feedback messages:** The relationship of the Royal Mail building within the town centre is subject to many comments. This includes façade improvements, albeit people want to see the site redeveloped for complementary uses. The design of new buildings such as the proposed mini-hub needs to work with the character of the town and link into a design brief for the sorting office. Proper consideration on accessibility standards across Castle Street and Tudor Street is identified, with the present arrangement perceived as below standard.

- **Implications for the placemaking plan:** For Monmouthshire County Council to work with the Royal Mail on a design brief for the sorting office site which ties in other developments. To consider specific needs of shopmobility in terms of parking and access.

Pedestrian Links at Bailey Park and A40

- **Level of support:** 73% of responses generally agree with this proposal, however this has the lowest ranking amongst the suite of wider proposals.
- **Key feedback messages:** Whilst people agree that the current pedestrian route does not follow the desire line towards the Market Hall tower, there are some reservations as to whether highway works would cause more problems with current traffic flows at Morrisons and Hereford Road traffic lights. Nevertheless, there is a need to review how the whole junction area operates and the opportunity to re-enforce linkages.
- **Implications for the placemaking plan:** The proposal is not ranked as a high priority bit there could be some simple ways to re-enforce routes into the town centre that are safe and cost-effective.

Linkages to and from Train Station

- **Level of support: Whilst** not core to the town centre, the importance of the train station to Abergavenny is recognised by most respondents with 79% agreeing with the need to improve links to and from the town centre. 7% disagree with the proposals.
- **Key feedback messages: The** need to improve the welcome outside the station frontage needs continued investment, post footbridge improvements with additional parking, taxi information/rank and clear waymarking to the town centre. A number of routes are identified that either direct you to Monmouth Road or through the quieter Holywell Road link. Better signage, wider pavements and maintenance of landscaping is suggested. There is almost unanimous support for a hoppa bus service that links the train station with the town centre that also connects it to other key destinations and community assets in the town centre.
- **Implications for the placemaking plan:** Feedback generally supports the objective of providing clearer and more accessible links to and from the train station. Some simple, quick fixes are suggested.

Lower Cross Street and Monk Street Improvements

- **Level of support:** 80% of respondents strongly agree with the need to improve the experience within Lower Cross Street and Monk Street, with 11% of people indifferent and only 5% disagreeing.
- **Key feedback messages:** An over-riding message is to address pavement parking, through a co-ordinated

approach with residents and local businesses that looks to off-street provision. The need to address buildings, public realm and carriageway is welcomed by most with this part of the town centre feeling "unloved".

- **Implications for the placemaking plan:** Comments amplify the need for a co-ordinated plan that links gateways, footways, public realm, parking/servicing provision and ways to introduce greenery.

Improvements to Angel Corner

- **Level of support:** There is a good level of support to improve The Angel Corner with 80% agreeing with the need to make improvements, 9% indifferent and 6% disagreeing.
- **Key feedback messages:** A strategic case for de-trunking the A40 and re-routing HGVs and through traffic onto the A465 and A4143 is made by respondents which will then lead to greater levels of improvements for pedestrian and town centre users at this corner. Comments also range from accessibility details, timings on the existing pelican crossings as well as choice of materials. How this corner leads into Lower Castle Street and presents a priority to pedestrians is also raised.
- **Implications for the placemaking plan:** To provide some strategic objectives on the wider road network and ways to turn off through traffic through this area of the town centre.

Improvements to Upper Cross Street

- **Level of support:** 77% of respondents either totally agree or agree with these proposals, with 10% indifferent and 8% disagreeing.
- **Key feedback messages:** The need to improve this area of the town centre is overwhelmingly supported with degrees of improvement suggested. This ranges from full pedestrianisation across the whole week to maintaining the 10am to 4pm closure and to also extend the improvements through the upper section of Market Street so visitors are drawn further. Whilst respondents have valued the presence of the cabin structures, most agree they are past their shelf life, and that new outdoor seating and shelter needs considering. Specific comments on materials, use of colour, play and the means of closure are also suggested.
- **Implications for the placemaking plan:** Extension of improvements into upper Market Street including signage needs to be included. Consideration on ways to implement some physical improvements whilst not impacting on future, larger scale capital investments.

Improvements to Indoor Market Hall and Brewery Yard

- **Level of support:** The second highest ranked proposal has the agreement of 83% of respondents with only 3% disagreeing and 13% indifferent.
- **Key feedback messages: There** is an overwhelming love for the market hall and its immediate space, with respondents asking to respect its heritage yet also finding ways to broaden its appeal through its range of events, markets and activities. Variety across the week and into the evenings is mentioned, alongside improvements that respect the internal space yet addresses accessibility, lighting, event management and curation of the market experience. The role of young people is mentioned as an opportunity to explore further.
- **Implications for the placemaking plan:** Further detail on proposals that respects its character yet takes it forward in terms of its operation, small infrastructure improvements, broadens its appeal and use and how young people can engage in enterprise and activity.

Support Bailey Park Investment

- **Level of support:** 50% strongly agree with the need to support Bailey Park improvements with 33% agreeing, 13% neither agreeing or disagreeing and only 3% disagree.
- **Key feedback messages:** The feedback centres on park management and maintenance, provision for young people and families and the recent campaign to bring back the outdoor lido. Improvements to side entrances into the Park are also suggested.
- **Implications for the placemaking plan:** More details on how to improve the park for young people and also support for the Friends of Bailey Park group is identified. Safe space for young people to hang out and participate in sports and activities is mentioned.

Improvements to Gabb Square

- **Level of support**: 44% strongly agree with the need to make improvements to Gabb Square with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.
- **Key feedback messages**: Whilst there is consensus that the space needs to fulfil its potential and could complement a number of neighbouring businesses including the cinema (subject to closure at the time of writing this report and a potential community buy-out), there are some questions around prioritisation and value for money. Specific comments on material, greenery, maintenance, carriageway treatment and who would run activities within the space are made.

Relationship to other sites and opportunities such as the former Richards building is also identified.

- **Implications for the placemaking plan: The** recent news on the cinema's future needs to be considered as part of the plan that could support its future viability.

Improvements to Town Centre Accessibility

- **Level of support:** 44% strongly agree with the need to make improvements to town centre accessibility with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.
- **Key feedback messages: The** introduction of a changing places facility is welcomed with its location and association to shop-mobility discussed within responses. Accessibility audits that are actionable and don't need significant investments is highlighted. Water refill points, bike hire/stands/shelters are mentioned as well as seating and benches that are accessible to all.
- **Implications for the placemaking plan: Comments** support placemaking plan proposals with no significant new ideas.

Improving how the town centre is managed and maintained

- **Level of support:** The greatest degree of agreement centres on targeting vacant properties for **improvement** with 92% agreeing (totally agree and agree) with this proposal. Following in second place, the need to ensure town centre organisations continue to work together on events, festivals, marketing etc is seen as important by respondents (89% agree), with building on digital and smart technology seen less important across these measures, albeit 72% either definitely or somewhat agree with the latter proposal.
- **Key feedback messages:** The state of some prominent buildings in the town centre that have been empty for some time or do not positively contribute to the street scene is identified.
- **Implications for the placemaking plan:** As already identified, plan needs to highlight areas for property improvements that complement other place-making plan activities.

3 Most Important

When respondents were asked to choose their top three priorities for the town centre these are i) targeting vacant properties ii) an improved, safer pedestrian space at the Angel corner and iii) better routes between the town centre and train station are identified

What's missing

1. A number of areas have been emerged:
    - Public transport
    - Infrastructure
    - Parking

- Rerouting of A40
- Supporting small businesses
- Young people
- Other community provision
- Housing
- Climate change

2. Purpose of this Report

The purpose of this document is to report on the consultation on the Abergavenny Placemaking Plan held between the 4th April and the 5th May 2025.

The consultation process was designed to gather views from residents, businesses, and others interested in the future of Abergavenny on the vision and interventions for Abergavenny town centre proposed to be included in the Abergavenny Placemaking Plan.

The report contains:

- Information about the consultation process
- Collated feedback received
- Analysis of the feedback received

The feedback gathered through the consultation will inform the final Abergavenny Placemaking Plan, to be produced in summer 2025.

It specifically presents analysis of both face to face consultation and also digital feedback received. Comments by email are found within the appendices to this report.

3. How People Had Their Say

Outline format for consultation

Opportunities for community consultation included the following:

- The local community was signposted to Monmouthshire's Let's Talk website and engagement where they could register and find out more information on the Placemaking Plan process;
- Two days of face to face community drop in sessions were held at the former Timothy Oulton store, Mill Street, Abergavenny which involved:
    - A physical display that presented background, key issues and analysis, a draft vision and a series of draft proposals;
    - Opportunities for the local community to identify other issues and ideas;
    - Completion of a paper copy of the community feedback survey or provided with an A6 postcard with survey link.
- After the two day consultation, the graphics were displayed in the shop window for a period of 3 weeks allowing passers-by to read and be signposted to the online survey;
- Ability to download and view the proposals through Monmouthshire County Council's Let's Talk website and to provide feedback through an online survey;
- Obtain paper copies either at the community drop in sessions or from the Community Hub on Cross Street with completed copies returned to these offices or to the Town Council's offices;
- Email the County Council's regeneration team with comments;
- Abergavenny Town Council also hosted a stall at the Abergavenny Spring Fayre on the 24th April which promoted the survey and spoke to the local community on issued and ideas for the town centre.

Examples of promotion

The opportunity to have your say on the placemaking plan was promoted by:

- A joint press release
- Social media accounts
- Email notice to local stakeholder organisations
- Poster distribution amongst local businesses and groups
- Installation of correx signs in Abergavenny town centre

Images that show the type of promotion are shown overleaf.

Image 1 - Promotional Activity

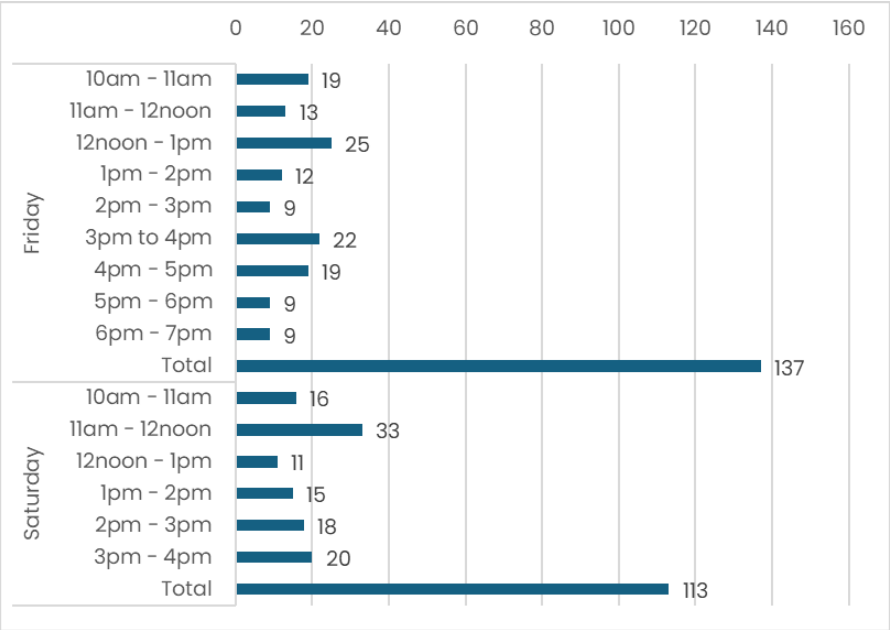
Source: Chris Jones Regeneration; Abergavenny Town Council

Participation Metrics on:

Face to face

250 people attended the two days of face to face consultation with Figure 2 below showing the distribution across the two days.

Figure 2 - Number of People Attending Consultation Event by Day and Time



Source: Chris Jones Regeneration

Let's Talk Monmouthshire platform

- 2559 no. had an awareness of the Plan by visiting the project page
- 781 no. downloaded the proposals document
- 340 no. completed the feedback survey

Email/correspondence

- 4 no. emails were received with comments

4. Face to Face Consultation

Format

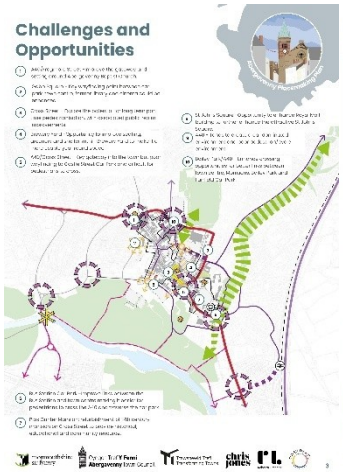
On entering the community drop in sessions, people that attending were met with the following information and tasks:

- Display Boards
  - Purpose of consultation
  - Key facts and figures on Abergavenny today
  - Place analysis
  - Draft vision
  - Opportunities Framework
  - Series of Themes and Proposals
  - How to Make Comments
- Provision of A6 survey cards with QR code and weblink to online feedback survey (English and Welsh)
- Provision of hard survey copies
- Other comments – post it notes
  - Other issues
  - Other ideas
- Large OS map for people to note specific locations for ideas and challenges

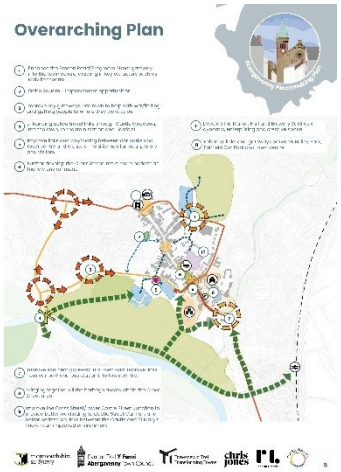
Images of the display boards and photos of the event in Image 3.

Why We Are Here?
WHAT IS THE PURPOSE OF A PLACEMAKING PLAN?
UNDERSTANDING THE PLACE
VISIONING & VISUALISING IDEAS
COMMUNITY CONSULTATION
DRAFTING THE PLACEMAKING PLAN
THE PROCESS SO FAR
BENEFITS OF A PLAN

Challenges and Opportunities
LOCATION
POPULATION
WHERE PEOPLE SHOP/LEISURE TIME
EDUCATION AND SKILLS
IDENTITY
MIX OF TOWN CENTRE USES


Challenges and Opportunities

Our Vision and Goals
ABERGAVENNY – WALES'S MOST EVENTFUL TOWN
OUR GOALS
FROM A ROAD TO A STREET
21ST CENTURY MARKET
GATEWAYS AND ARRIVAL
STRINGING TOGETHER KEY ASSETS


Overarching Plan

Gateways
LLANFOIST BRIDGE/TUDOR STREET GATEWAY
MONMOUTH ROAD GATEWAY
BRECON ROAD GATEWAY
Arrival
BUS STATION AREA IMPROVEMENTS
TAREFIELD CAR PARK

Tudor Street/ St Johns Square
TUDOR STREET/ST JOHN'S SQUARE
ACTIVE TRAVEL (AT) LINKS
COMPREHENSIVE WAYFINDING STRATEGY

Arrival
BAILEY PARK TO TOWN CENTRE
TRAIN STATION TO TOWN CENTRE

Cross Street Destination Area
OBJECTIVE

The Market
OBJECTIVE
Bailey Park

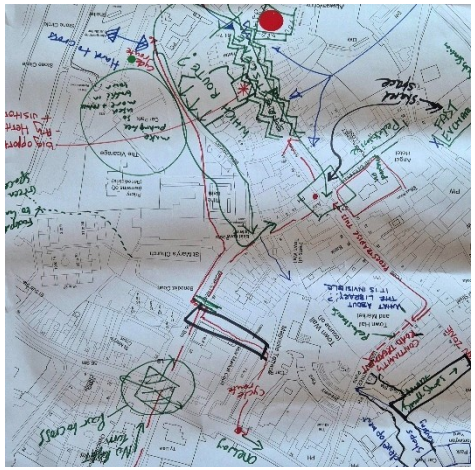
Stringing Together Public Realm
OBJECTIVE
Gabb Square

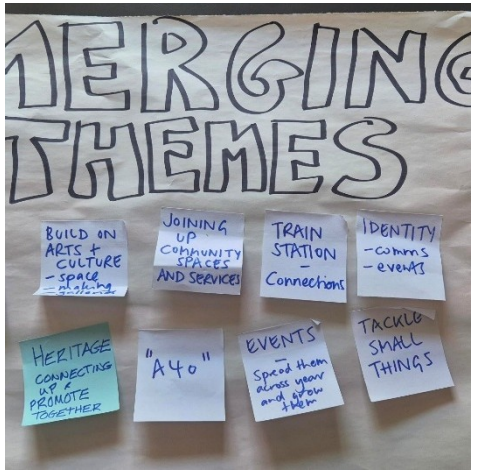
A Town for All
OBJECTIVE

Image 3 - Images from Community Consultation

Source: Chris Jones Regeneration

Image 4 - Images from Community Consultation





Source: Chris Jones Regeneration

Key Messages

Post it notes

The local community either spoke to members of the place-making team where notes were made, or people independently wrote about their issues and ideas on post it notes.

Issues

Town Centre Businesses	Parking	Promotion	Market
▪ Lower the rates ▪ Shops need grants and tax breaks ▪ High number of barber shops – worries of money laundering	▪ Too many car parks – build new housing on the car parks not green fields ▪ Need traffic warden as people park on double yellow lines ▪ Pavement parking at bottom of Cross Street – dangerous and outputting ▪ Enforce double yellow line parking ▪ People not following the one way system in Morrisons car park ▪ Too much pavement parking	▪ Not using 004 service to promote local businesses at bus station and other high traffic areas ▪ Promote and signpost Abergavenny Community centre from town centre and car parks ▪ What is the digital plan for the town centre? ▪ Town doesn't have consistent signage or branding on street furniture, etc	▪ Sort out seating for customers at Thursday night market ▪ Outdoor Tuesday market losing its identity

	▪ Leaving Bailey Park car park can take hours. I won't parking there ▪ Pegasus Court have concerns over their parking being abused in Mill Street – Pugh's need to understand this ▪ Lack of enforcement – vehicles parking on pavements		

The A40	Arts and Culture	Footpaths	Parks and Amenity
▪ Please stop big trucks going through the town ▪ Air pollution	▪ Poor programme at the Borough Theatre – must do better ▪ Test and trial an art club	▪ Paths from Fairfield to Sugar Loaf needs to be signposted and gated	▪ Keep dogs out of children's play areas ▪ Play equipment is very old in parks like Swan Meadows ▪ Dogs need more control and better ownership ▪ Keep dogs off sports pitches ▪ Will open/green spaces be maintained ▪ No dogs in Linda Vista Gardens

Town Centre Streetscene	Buildings and Sites	Young People	Transport and Movement
▪ Bring back benches in Red Square ▪ Maintenance of drainage – poor when heavy rain ▪ Replace trees outside Harrhy's/Wetherspoons ▪ Early visitors see vomit and dog poo on pavements ▪ Too many dogs and lead to dog mess on street	▪ Eyesores o Damage to Great George o Damaged windows to former HSBC bank o Faced of the old structure by Market Hall corner ▪ Reveal the castle from behind the trees ▪ Challenge of landlords seeing profit not social gain ▪ Richards Shop Space – combination of businesses and residential and green spaces in centre	▪ Not enough spaces for teenagers ▪ Need more things for youths/kids	▪ Railway station not mentioned ▪ Bus stop by Tesco doesn't work – you can't see bus coming x2 ▪ Railway station is isolated from town ▪ Traffic jams past Bailey Park and down Hereford Road are now much worse. Too many lights. ▪ Potholes – poor maintenance ▪ Enforce 20mph on Monmouth Road – cars race down there! ▪ Reinstate speed bumps on Pen-y-pound ▪ Potholes ▪ Angel corner – lights on crossing ▪ Baker Street two way cycle way need to be watched out for

			▪ Hard to get, to and from station ▪ State of Llanfoist bridge – structural ▪ Dangerous getting off bus near Morrisons ▪ Signage from train to bus station lacking – needs improvement ▪ Parking at train station is poor

Accessibility	Active Travel and Connections	The Experience	Crime
▪ Dedicated pedestrian crossing by St John's Square ▪ Some pedestrian crossing beeps don't work ▪ Town isn't pedestrian friendly – really hard to get across the roads ▪ Changing Places facility needed desperately. Disabled adults are now	▪ Not a bike friendly town ▪ Poor connections between Riverside and Cross Street and Aldi ▪ Crossing at bridge to access allotments ▪ Leave castle meadows as it – do not spoil it ▪ Means of enclosure at cycle gates – place a bollard on the proposed bridge	▪ Gap in food and drink – casual, drop in, wine/beer and small plates ▪ Attract nationals like M & S and White Stuff ▪ No public art gallery – studio, workspace with a community focus ▪ All very nice – what about day to day living department store, etc	▪ Anti-social behaviour – mostly kids

changed in toilet floors – no dignity for users or carers ▪ Promobility group have been highlighting areas which need improvement for year. Emails sent to Highways do not receive the courtesy of a reply. Accessibility audits have been carried out before. ▪ Charity shops leaving all their wares on the street	▪ Lion Street cycle lane not used and creates bottleneck at Monk Street ▪ Pedestrianisation issues with cyclists – very dangerous ▪ Cycleways throughout town and adjacent area	▪ Too many charity shops	

Community Assets	Landscape	Other	
▪ Future of Lido project x2	▪ Don't tear up mature landscaping that already exists – like cedar trees by Tesco ▪ Put money into trees not paving projects and spaces ▪ Precious trees planted not replace when dead	▪ Your scope is too narrow limited to townscape improvements. What is it for? Who is it for? Vision?	▪

Ideas

Promotion	Streets	Arts and Culture	Heritage
▪ Produce walking guides to encourage tourism – there are good examples in Crickhowell ▪ Themed events across the year ▪ Events and festival board in the town ▪ More themed events in the summer ▪ Love Abergavenny: mountains, green, care and community	▪ Close Upper Cross Street on a Sunday ▪ Need more phone charging points ▪ Light touch improvements to signage and pedestrian safety ▪ Railings are odd on Station Road	▪ Public arts space in old Post Office building ▪ Support for small venues ▪ Promote arts and cultural facilities – so much more – Borough Theatre is brilliant but underused ▪ Creatives and crafters destination – arts/craft trail ▪ Theatre – widely advertise shows ▪ Build creative culture with support for a more diverse programme of events ▪ Better shows at the theatre please ▪ Develop a community art gallery like in Bruton – quality and diversity	▪ Tie in Carnegie Library with heritage buildings ▪ Make more of the castle - events, more signage ▪ Markers to accentuate the town's history – e.g. wig making – blue plaques ▪ Monmouthshire does not have a truly Welsh heritage ▪

Community Assets	Landscape	Transport and Movement	The Market
▪ Rebuild Lido X3 ▪ A good size indoor swimming pool ▪ Youth facilities for 12 to 15 ▪ Men's sheds in Tudor Day Centre ▪ Develop an indoor trampoline centre ▪ Park Street community centre alignment	▪ More garden oasis in centre of town ▪ Removal all lights off trees at Post Office square	▪ Traffic lights needed on Llanfoist bridge ▪ Love hoppa bus idea X2 ▪ Need a bus from Nevill Hall to The Grange to Ystrad hospital ▪ Llanfoist bridge should be surveyed and maintained as main route in ▪ More zebra crossings along the A40 from the west of town ▪ Make local sustainability opportunities more visible e.g. car sharing etc ▪ Access by car for frail/disabled people outside the 10-4pm curfew e.g., to dentist and optician ▪ Traffic lights outside Priory on Monk Street	▪ Another farmers market ▪ More arts and crafts markets – brings people in from a wide area

The Experience	Parks and Amenity	Active Travel	Communication
▪ More variety of shops ▪ Attract a mainstream clothing store – M&S, Next, New Look not much here for younger residents ▪ More mainstream shops	▪ Linda Vista Gardens – hidden gem – signage, social media, events – link to food festival ▪ Decent children's play area X2 ▪ Improve Swan Meadows play but it does flood!" X2 ▪ Splash park or paddling pool ▪ Better play equipment – see Mitchel Troy pirate ship	▪ Bike hire for use in town and canal/cycle track ▪ Build cycle bridge across River Usk ▪ Signage to encourage cyclists to dismount ▪ Active travel inks between Cantref side and station via Castle Meadows ▪ Discard new bridge on Meadows – dangerous on a flood plain ▪ Close old bridge to traffic – build a flyover road bridge on the line of the old rail bridge	▪ More engagement and connection between local schools and community initiatives ▪ Need for a network of community assets

Buildings and Spaces	Other
▪ Ground floor of old post office upgraded to retail or café ▪ Painting the hoardings, Richards should be contemporary ▪ Reinstate public toilets off Frogmore Street ▪ Turn some empty shops on Brecon Road into homes ▪ Brighten up drab buildings ▪ Tidy up the scruffy shops by insisting on paintwork being regularly renewed and weeds removed ▪ Sort our White Horse Lane ▪ Gabb Square link to Frogmore Street site ▪ Links local book clubs into Writing Festival	▪ Encourage walking to the mountain by creating signage throughout the town ▪ We need growth in a sustainable way ▪ Food Festival – more stalls on streets – businesses open later ▪ Need to keep our Welsh identity 0 should feature in the Plan

Emerging Themes – Face to Face Consultation

Plan notes

Image 2 - Photos of Map with Notes

Using a large format OS map base Abergavenny, members of the public either marked up their comments or placemaking plan team members listened to people, made notes and also drew on the map. In addition to the open post it notes comments, map based notes included:

- Need more fast charging in town centre car parks
- Swan meadows play area is poor and it floods
- Hard to cross bus station
- Cross Street historic frontages need improving
- Lower Castle Street and junction with Cross Street needs to give priority to pedestrians
- Which route do we promote from the bus station into town centre – St Marys, Beili Lane or Lower Cross Street?
- Potential link from eastern edge of St Mary's Church into Swan Meadows
- Continuity of road enhancement along upper section of Market Street – need to sign this and animate this corner so people wander further
- The library is invisible from the outside – it needs more direct signage
- Cycle route from bus station through St Mary's – Monk Street and through Brewery Yard
- Monk Street/Lion Street junction really hard to cross – it needs a no right turn sign when driving southbound
- Convert former Woolworths into an arcade of smaller shops
- Could Tiverton Place car park be developed for intown living and commercial?
- Carnegie Library could be a community arts venue
- Gabs square needs traffic calming
- Tesco bus stop needs a pull in
- Needs a bus stop back on Whittall Williams side of A40
- Redevelop former toilets on Whitehorse Lane
- Restaurant wants seating and festoon lighting down Whitehorse Lane
- Need a sign from Fairfield car park to direct people up the Sugar Loaf
- Better green space and landscaping alongside Morrisons
- Enforce pedestrianised zone more rigidly
- Parking time and prices at Fairfield to encourage people to stay/eat in town
- Widen road at Hereford Road lights to allow flow of traffic
- Skate Park in Bailey Park
- Better crossing between Bailey Park and Morrisons

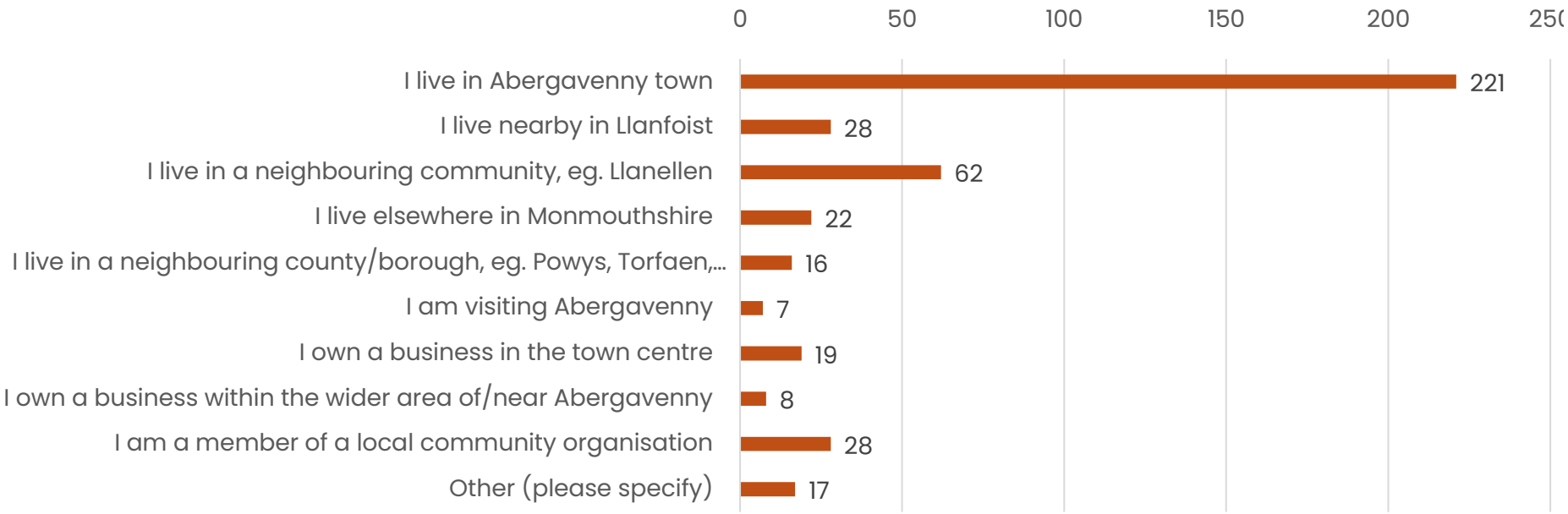
5. Let's Talk Monmouthshire Consultation[1]

Summary Results

The Respondent

Figure 5 highlights that 64% of respondents live in Abergavenny, with 25% living in either Llanfoist or a neighbouring community.

Figure 5 - Who Are You?



Source: Let's Talk Monmouthshire survey n=368

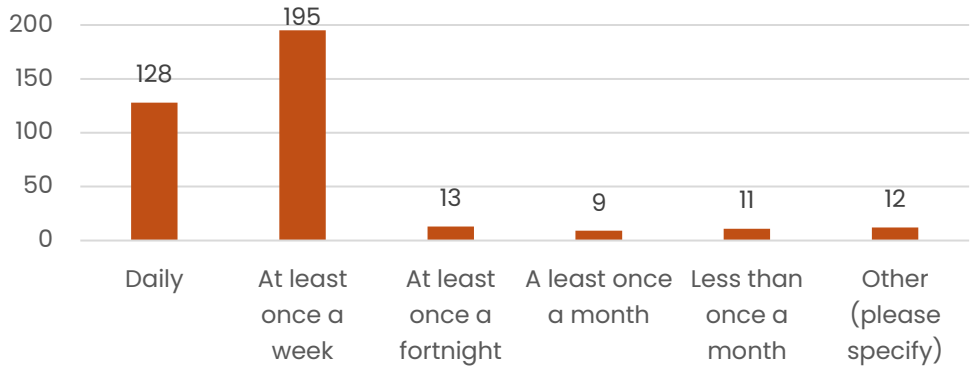
[1] This section includes the feedback submitted through the paper questionnaires

For the other category, these responses included:

- Town Councillor
- I work in the area
- I run a business in the town centre
- I visit my grandmother 4 times a year
- My partner lives in town
- I am a driving instructor who works in and around Abergavenny daily
- In temporary accommodation
- I visit and stay with family regularly
- Work on Linda Vista gardens

Figure 6 below indicates to us that 37% visit the town centre daily, 56% at least once a week with the other categories dropping to approximately about 4%.

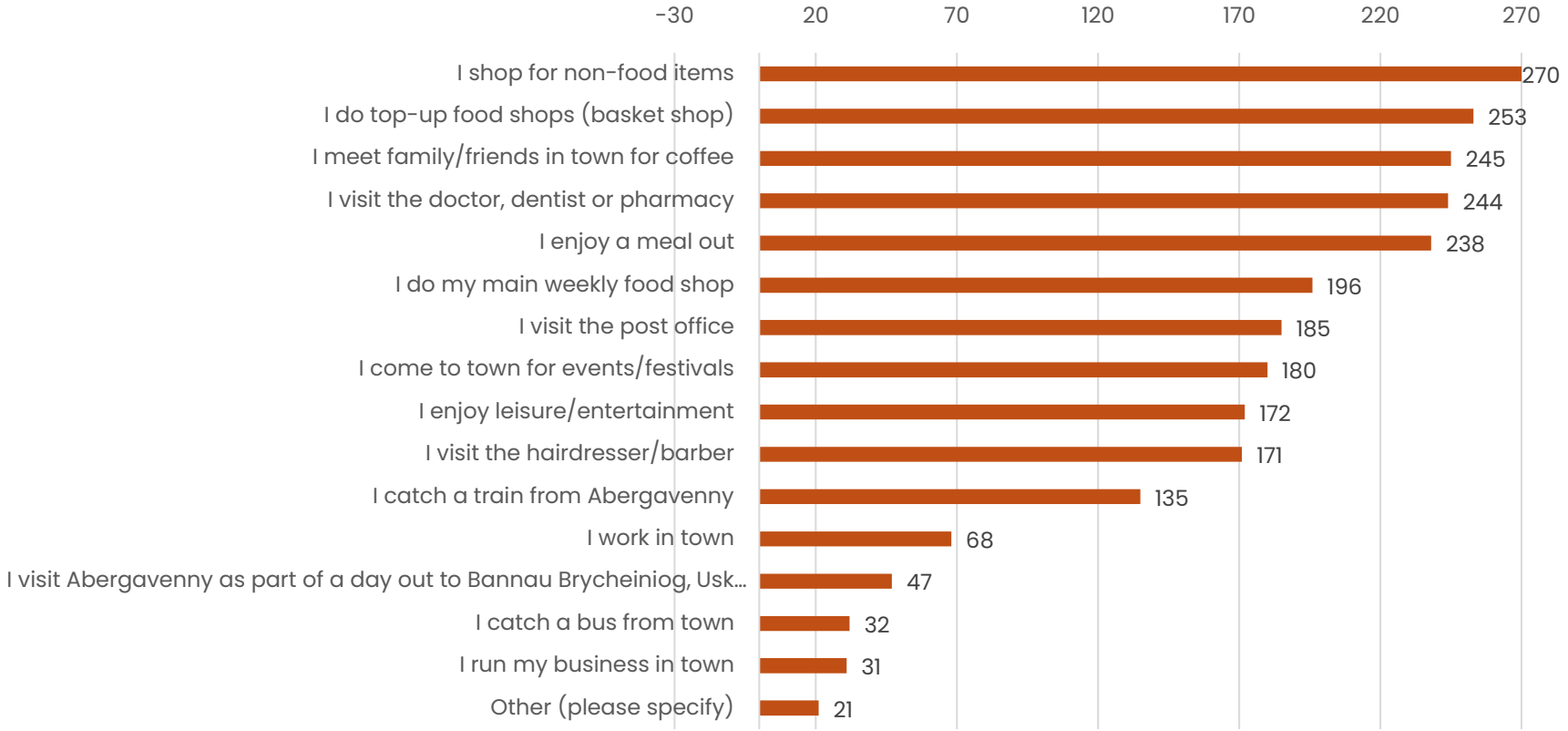
Figure 6 - How often do you visit Abergavenny town centre?



Source: Let's Talk Survey n=368

When asked what are the main reasons respondents visit the town centre Figure 7, highlights the number one activity is shopping for non-food items, followed by a cluster of activities being top-up food shops, meeting up for a coffee, visiting the doctor, dentist or pharmacy and enjoying a meal out.

Figure 7 - What are the main reasons you visit the town centre? (tick all that apply)



Source: Let's Talk Monmouthshire survey n=368

For the other category, these responses included:

- Often walk around the town simply to enjoy the surroundings.
- Visit the library
- My church is in town
- Town Council meetings and business X2
- Volunteer in town
- Library
- Multiple reasons
- Walk the dogs through town and down to the castle meadows
- Volunteer at shopmobiliy
- I buy vegetables in the Tuesday market. I shop in Waitrose. I enjoy the occasional meal in Nicholls
- Walking the dog
- I don't visit at all if I can help it
- Community volunteering
- To take people whom I support into town to access services.
- Caring responsibilities
- I visit my daughter cafe in town
- I own a business and attend events and festivals in Abergavenny as a trader
- Come to the green spaces to walk my dog, meet friends and see events

Abergavenny Today

When respondents were asked how they rate the village for a number of aspects, Figure 8 indicates to us that those areas that require improvements include:

- × travelling by public transport
- × arrival and entrances into the village centre
- × bicycle parking and storage
- × cycling to the town centre

Where people rate aspects as very good to good, these tend to be about its:

- ✓ people and the community
- ✓ car parking
- ✓ local heritage

Followed by a cluster of similar scoring for public spaces, landscape (trees and planting) and general quality of the town centre.

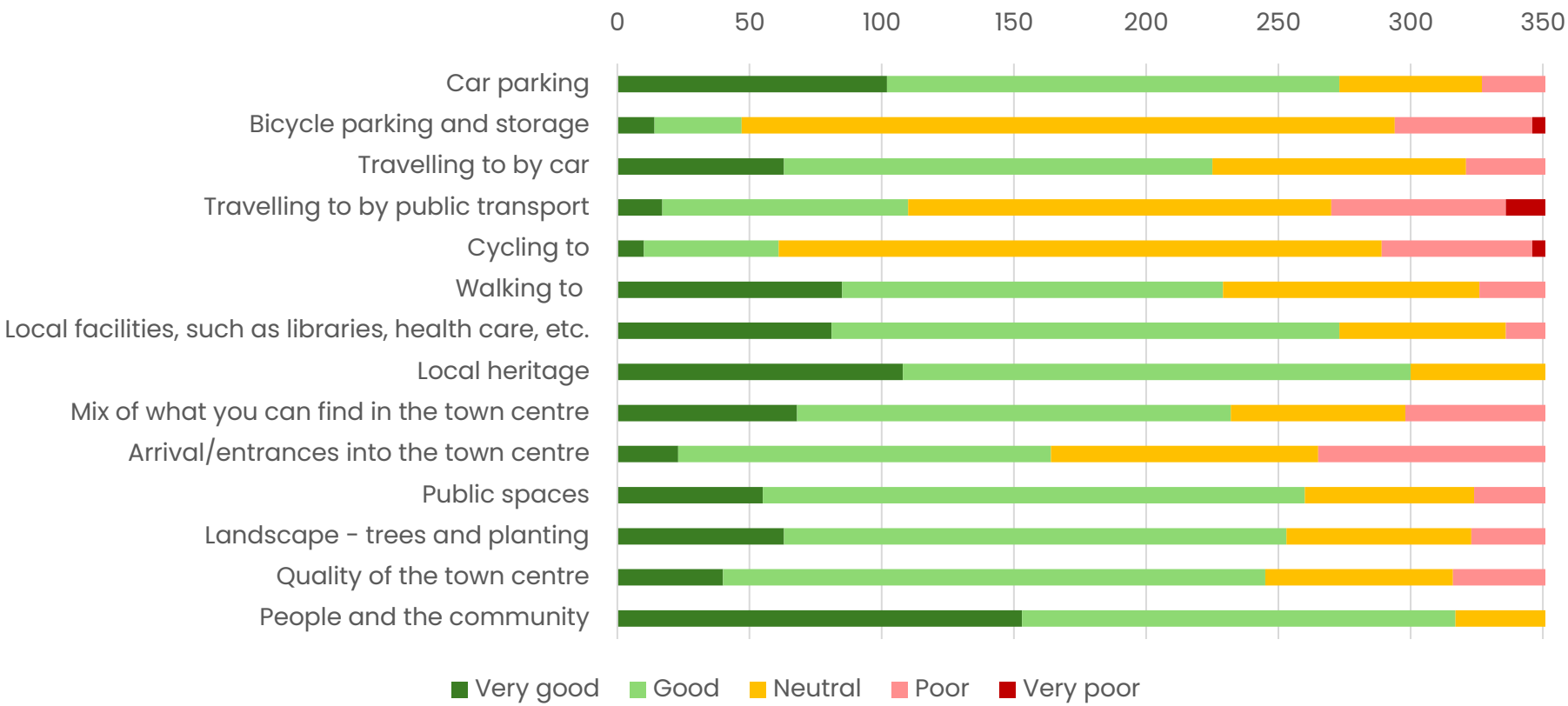
Statements on town life in Figure 9 indicates that some aspects have greater levels of disagreement than others. These include:

- × the town centre meets the needs of young people
- × I have to shop outside of the town for larger food shops and non-food items

Those aspects where people feel in agreement with include:

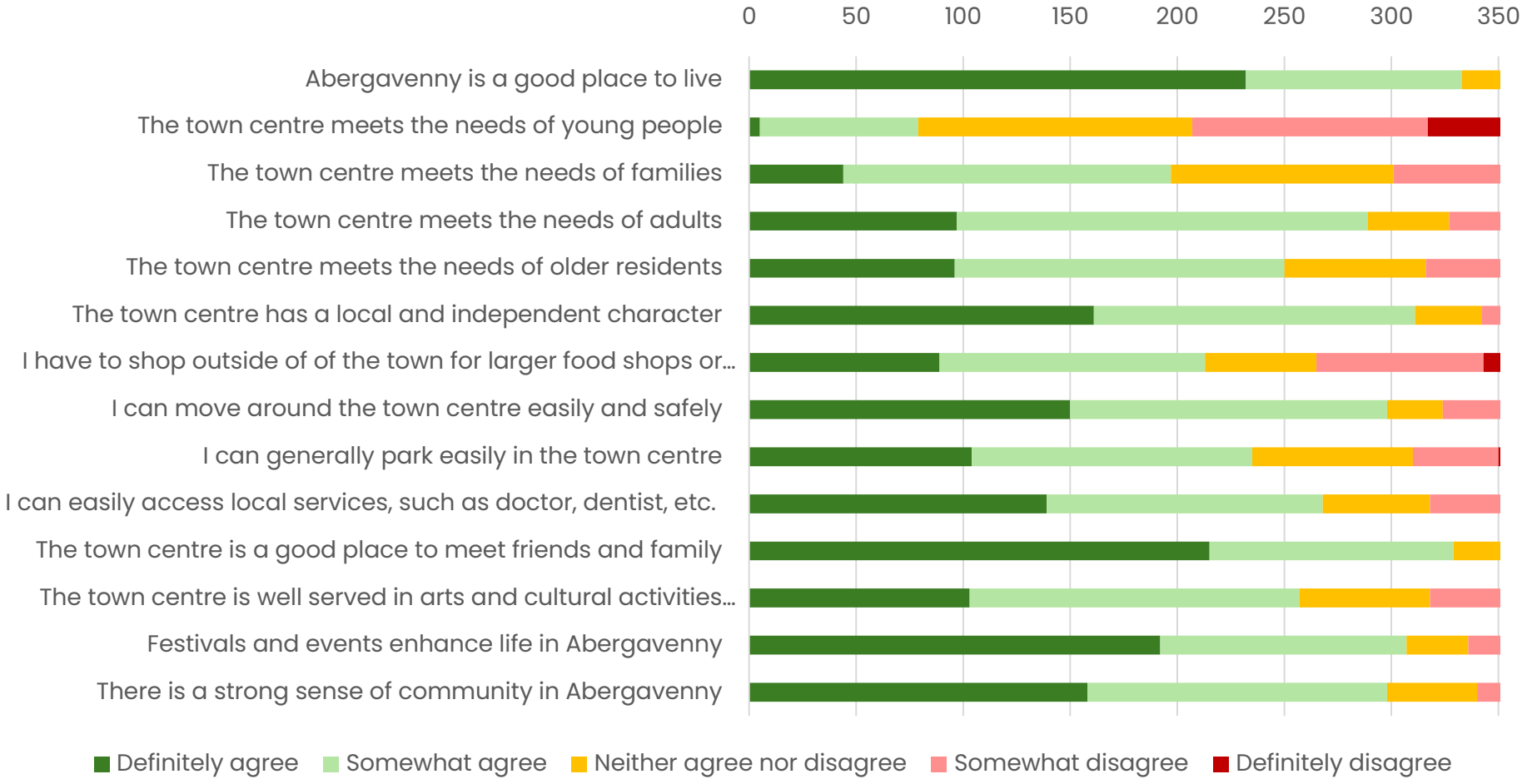
- ✓ Abergavenny is a good place to live
- ✓ The town centre is a good place to meet friends and family
- ✓ Festivals and events enhance life in Abergavenny
- ✓ Joint: strong sense of community/town centre has a local and independent character

Figure 8 - How do you rate the town centre for the following...



Source: Let's Talk Monmouthshire survey n=368

Figure 9 - To what extent do you agree or disagree with the following statements about Abergavenny town centre?



Source: Let's Talk Monmouthshire survey n=368

Draft Vision

The following draft vision was shared with respondents, asking them to rate it.

ABERGAVENNY – WALES'S MOST EVENTFUL TOWN

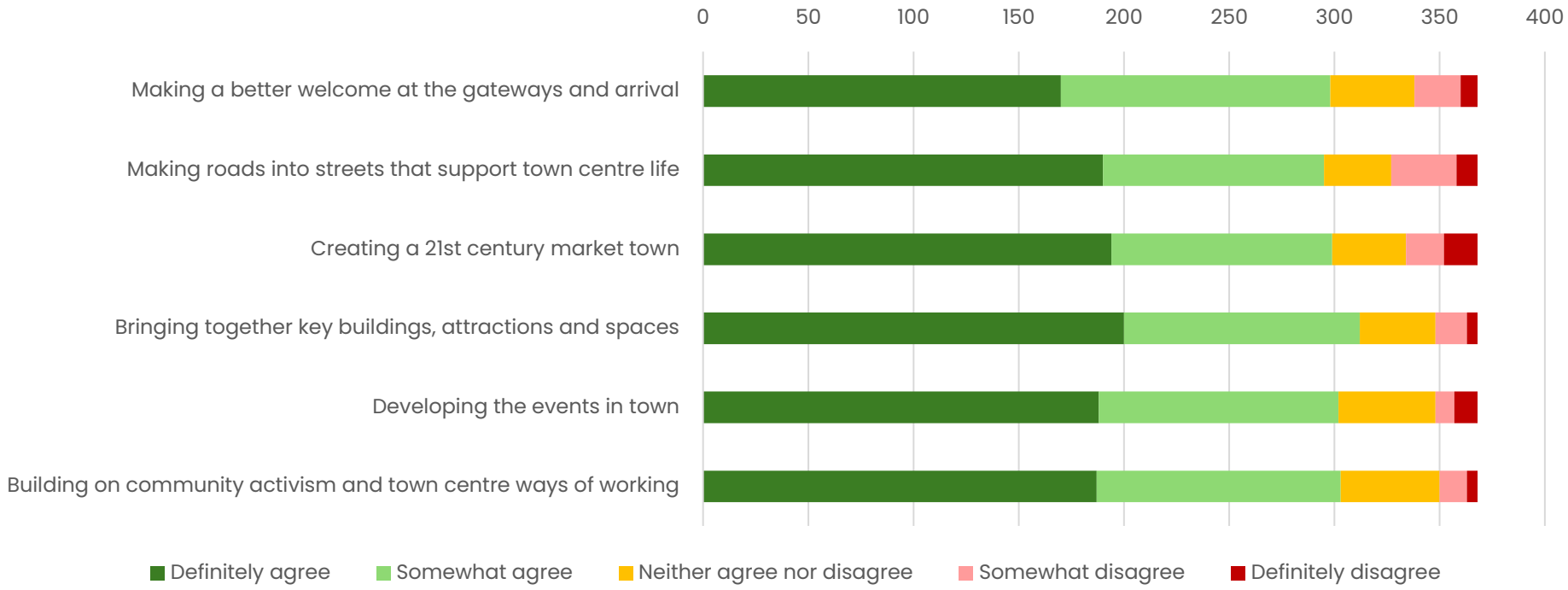
Cradled by three iconic hills, Abergavenny has become a more vibrant, eventful town where heritage, community and commerce come together. Its thriving market hall, historic streets and independent businesses create a lively backdrop for festivals and events that draw people from near and far. Excellent transport links and a walkable town centre make it easy to explore, and nearby parks, meadows, rivers and trails are cherished by visitors and locals alike. Powered by strong partnerships, Abergavenny is a well-connected, welcoming town—rich in culture, food, well-being and opportunity. A great place to live, visit, and do business.

71% of respondents either totally agree or agree with the draft vision with **10**% either totally disagreeing or disagreeing with it.

5 Goals

Figure 10 below shows the general agreement across the six goals that underpin the draft vision, with a minor number of responses that post any disagreement.

Figure 10 - To what extent do you agree or disagree with the goals that provide the over-arching strategy for the town centre?



Source: Let's Talk Monmouthshire survey n=368

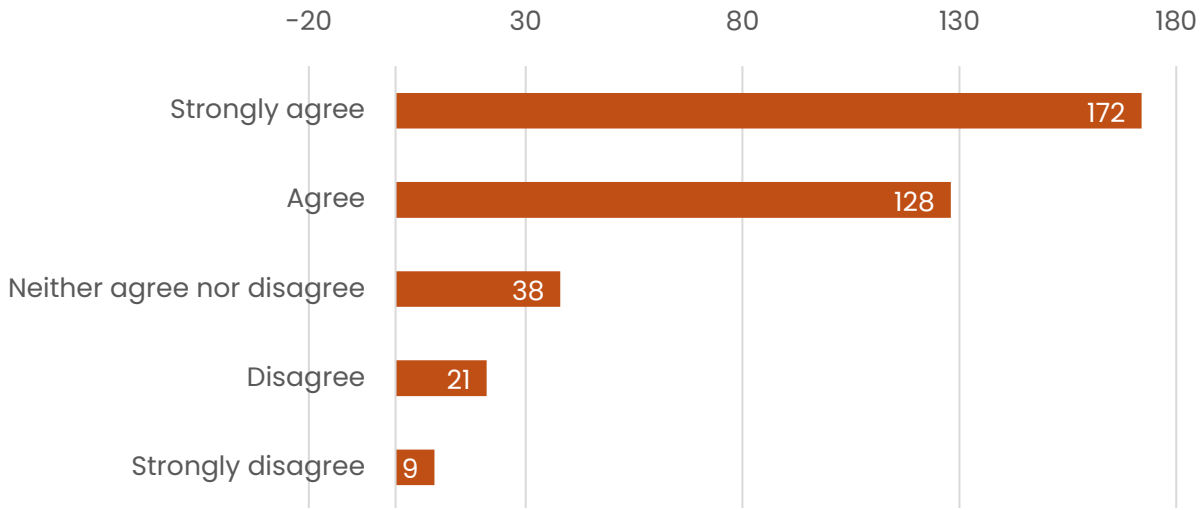
Proposals

The following charts and analysis relate to the individual proposals outlined within the community consultation.

Gateways

47% strongly agree with the need to improve the main routes and gateways, with 35% agreeing and only 6% disagree.

Figure 11 - Do you agree with the need to improve main routes and gateways into the town centre through improved landscaping, signage, use of public artwork and enhancing pavements into the town centre at Llanfoist Bridge/Tudor Street, Monmouth Road and Brecon Road?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **General**
   - "All the proposals will make Abergavenny an even better place to live and visit."

- “Definitely agree- have noticed how challenging pavements can be since navigating with a pram. There are some bits of pavement which are impossible/dangerous as you head past the Londis down towards Bailey Park. It must be so difficult for wheelchair users. This is much more important for residents than visitors so probably don’t get much attention, but the needs of residents should probably be prioritised. Enough attention on cars! Make it harder to get around by car to disincentivise!”

2. **Maintenance**
   - “Gateways into the town from all routes do look unloved and very tired. It does not get anyone excited of what is to come when visiting our beautiful town.”
   - “It is unfortunate that the approaches via both Monmouth & Brecon Road do not show the best side of town.”
3. **Active Travel**
   - “Very much agree with enhancing paths, but please don’t forget cycleways.”
4. **Location Specific**
   - “Many people walk from the railway station towards town via the Mill St industrial estate. This needs more trees. There were many trees here in the past, but they have been felled. If they were replaced this would be a huge improvement.”
   - "Appreciate there are many gateways into the town, but there is a missed opportunity at the Railway Station 'forecourt' to give a positive sense of arrival, 'welcome' and provide some useful, basic information (taxi numbers, where is the town centre?) through wayfinding and providing a pleasant 'dwell space'. The first bus stop - station road/A40 junction - is a major hopping off point for people going to Brecon. No mention of the bridge/active travel proposals at the end or Bridge pub end across the Meadows.”
   - “Hardwick roundabout is treacherous!!!!!!!!!! Many junctions create bottle necks and opposite Tesco is the worst…”
5. **Design Detail**
   - “Enhancing pavements so that safe crossing places are demarcated with tactile paving (modern tactile paving can be sustainable, Smart town adapted, quick to install and replaceable cheaply. Move the tactile paving/crossing places back from junctions to allow motorists time to see pedestrians. Application of raised kerbs in places would allow blind and

partially sighted residents to safely navigate across roads. Where curved paving junctions have tactile paving and dropped kerbs there is no 'touch' guidance to line up square to cross safely. Quick fix/quick win/relatively inexpensive."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

1. **Character**
   - "Changes should keep the town's architecture and rural nature at the forefront. Trees and planting should be liberally used to often hard landscaping."
   - "The area at Frogmore Street and Abergavenny Baptist has evolved the way it is with all that metal barriers. Those barriers by there and also by Fairfield Car Park are forever being covered with advertising banners which actually don't enhance the town and prevent you seeing through the barriers to what's behind including traffic. The banners also left so long they become tatty. Stopping all these I think would be good."
   - "Information signs of how many car parks there are and their capacity and when they are closed."

Comments from "Strongly Disagree" and "Disagree" Respondents.

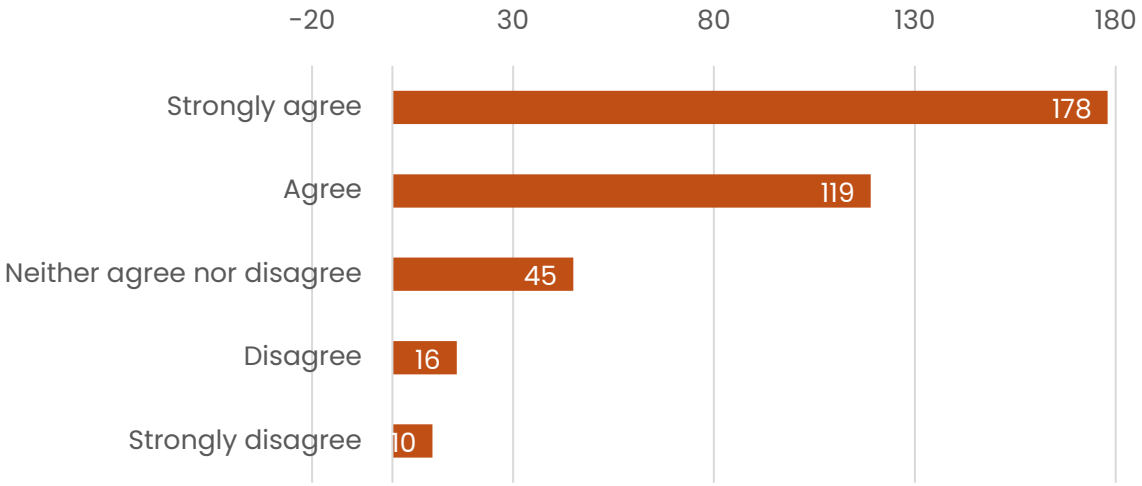
Those who disagreed often cited:

1. **Value for money**
   - "Just keep the weeds down and the plants watered otherwise don't waste more money on the entrances."
   - "Not with the use of public artwork (it might increase graffiti)."
   - "Wasting money on a vanity project."

The Bus Station/Fairfield Car Park

48% strongly agree with the need to improve the general appearance and linkages at the bus station and Fairfield car park with 32% agreeing and only 4% disagreeing.

Figure 12 - Do you agree with introducing greenery and a focal point to the bus station area and improved linkages to the town centre, and between Fairfield car park and the town centre?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposals frequently mentioned:

1. **Planting**
   - "Would be nice to see trees & plants & make it easier for disabled to get into town."

- "Most visitors from outside Abergavenny arrive at the bus station or the bus station car park. At present this is an unpleasant experience. There is little greenery and what is there is poorly maintained the access paths through the carpark are particularly poor especially for older or disabled people using walkers or mobility scooters. There is no way to traverse the bus station area towards the controlled crossing over the A40 in a safe manner without walking on the tarmac in front of the buses. The path next to swan meadows park does not even sport a ramp to allow mobility aids to mount the pavement."

2. **Signage**
   - "Signage is a quick win here. Improving the walkway from the bus station car park to the centre via belli priory could be massively improved."
   - "Make use of the lane behind the shops and the tithe barn. Plant large trees that can't be snapped and if they do, please replace them. Greenery and benches by the bus station would be ideal."
3. **Swan Meadows**
   - "Also to add to this a development of swan meadow park would be good as it has the foundations to be a great green space. However hardly any benches in the park for picnic spots and neither a great play park for children."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

1. **Swan Meadows**
   - "Didn't read anything about Swan Meadows… this is such a sad little park, and it could be amazing. It's a huge space and that park hasn't changed since I was a child. It's about 35 years old+. There is not nearly enough focus in the plans on young families. I understand the ageing population argument but think plans should consider the longer term (given that such a park hasn't changed in 35 years, maybe that's the time horizon to consider?!) Swan meadows could be a much more attractive space for visitors from the bus and train station, and as I said above, residents should come first."

2. **Keep It Simple**
    - “The bus station is a bus station. People go there to catch a bus, why would it be a focal point of the town, it is what it is, people don't go there for greenery, just to get a bus. Perhaps a sign from the bus station to town, but people using the bus station usually know where they are going.”
    - “Look at Green Flag principles and safe access for women and girls too"

Comments from “Strongly Disagree” and “Disagree” Respondents.

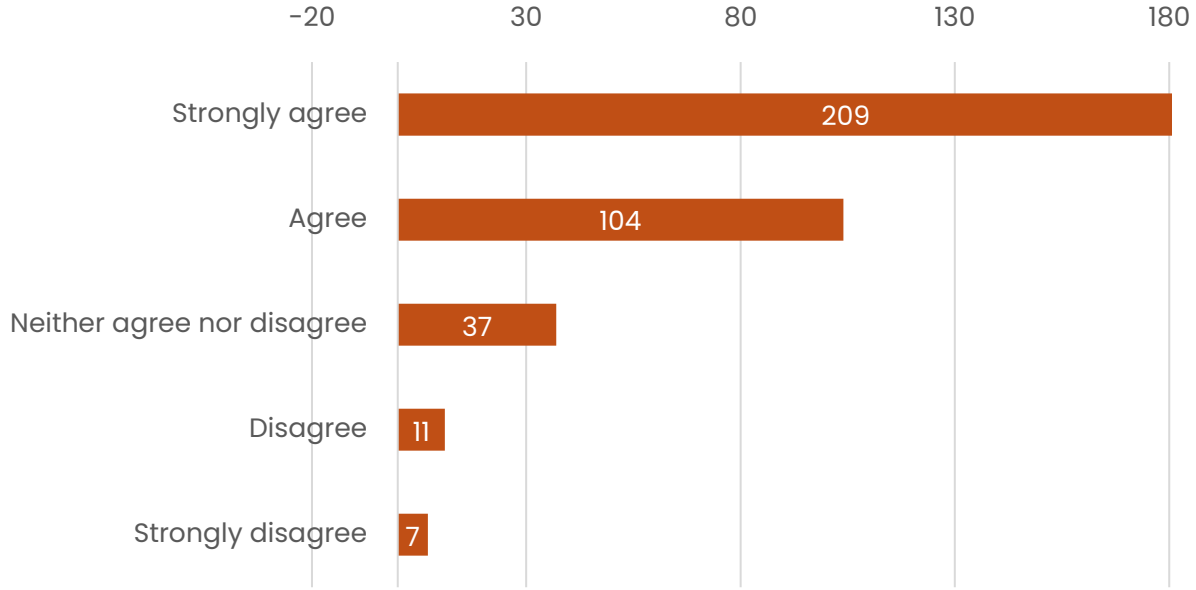
Those who disagreed often cited:

3. **Value for Money**
    - “Don’t waste money on this, the bus station looks fine and there are two pedestrian crossings supporting Fairfield car park already.”
    - “Mill Street is a worse eyesore!”
    - “Wasting money again!”

Improve Links at Castle Street and Tudor Street

57% strongly agree with the need to improve the links between the car parks and the town, including improved public facilities with 28% agreeing and only 3% disagreeing.

Figure 13 - Do you agree with proposals to improve the links between Tudor Street/Castle Street car parks and the town centre including improved public toilets, shopmobility and a changing places provision and an improved setting for the Royal Mail building?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Architecture/Character**

- "The Royal Mail building is an absolute eyesore. It is awful that visitors having to look at this first thing when walking up to the town center. The example picture of how it could look fantastic. Very inviting and wanting to go further to explore the town."

2. **Accessibility**
   - "Tactile paving along Tudor Street (Surgery side) and tactile paving plus pedestrian traffic light installed, by proposed new changing places facility to guide pedestrians across to St John's Square. "
   - "I am visually impaired and a pedestrian. In places where bikes have started to ride on pavements (including with permission) it has become extremely difficult for people such as myself to move around safely. I would urge you to invite vulnerable people to give input during the scheme. I would be happy to be part of such input. There are quite a lot of visually impaired people who live in Abergavenny because it feels safe for them. Please don't make the town less safe. For example, removing curbs can make crossing roads more dangerous for blind people as they may wander, by accident, into traffic. Guide dogs cannot cope in spaces designated as shared by pedestrians and cars and bike."
3. **Town Facilities**
   - "Changing Places toilets would be a great incentive."
   - "There needs to be a realistic review of the hub and its facilities. Will all the proposed facilities be used well enough to justify their cost of implementation & maintenance?"
   - "The only improvements there should be the public toilets and to shopmobility."
   - "Royal Mail delivery office / parcels office building is a waste of a great location. It's inconvenient for most users who have to use pay carparks / buses when wanting to send or collect a parcel. It would be better located to a less central (and likely cheaper for RM) location with a small adjacent free carpark and bus-stop, and the building / space used for a post office together with other retail stores that would add character and choice to the square."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

- "Would be nice not to see a big empty building plus more toilets would be excellent."
- "Careful consideration of the design of new buildings for this or any other space is necessary. Any design should be truly sympathetic to existing landscape and architecture and not be modern design for the sake of it. The town does not need any more monstrosities like the Morrisons building (nothing against the supermarket, but the building is a travesty)."
- "Just try to get the post office building facia improved, the rest is fine."

Comments from "Strongly Disagree" and "Disagree" Respondents.

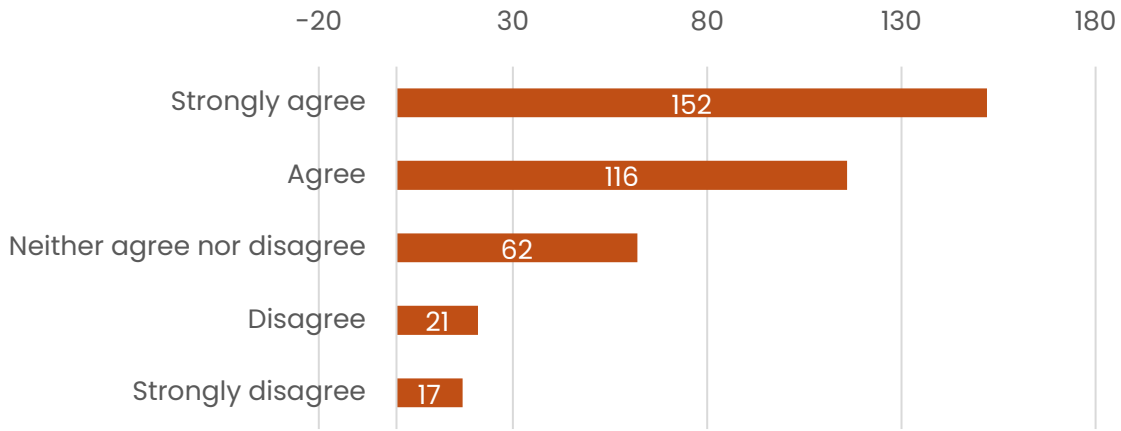
Those who disagreed often cited:

- "St John's square is perfectly fine as it is."
- "Waste of money, no need."
- "Total waste of money. Charming as is, particularly the tiled information on the Roman fort. Little traffic. Post office building needs long term reuse not facelift. The idea of a providing a hoist for disabled users in public toilet is ludicrous. Likewise, showers/changing areas for cyclists. They can use the toilets. If everything is repaved, key improvements like St Johns Square cease to be markers of special places."

Pedestrian Links at Bailey Park and A40

41% strongly agree with the need to improve the links between Bailey Park and the town centre with 31.5% agreeing, 17% neither agreeing or disagreeing and only 6% disagreeing.

Figure 14 - Do you agree with improvements to improve pedestrian links between Bailey Park, the A40 and the town centre that include a courtesy crossing, signage on the park railings and other features?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Crossing Point**

- "The pedestrian route does not follow a desire line across from Bailey Park to Morrisons. Would SWTRA allow the traffic lights to be repositioned on the A40? Similarly, at Lion Street there is no clear route to Market Street (*especially if a resident is blind/partially sighted/on a mobility scooter/ adult with buggy & small children. The Lion Street surface is indistinguishable from a path."
- "Very strongly agree. Have encountered a fair few random lost visitors trying to get to the town centre, who have followed the road around from the train station. The path to the right-hand side of Morrisons is nice, allowing you to avoid uglier bits and sending you right into the pretty bit with bean and bread."
- "Pedestrians have to wait too long to cross. They should come first!"

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

1. **Character of Park**
   - "I agree, but please don't overwhelm the railings, park settings with signage. It needs to be there, but discreetly."

2. **Traffic Flow**
   - "Traffic flow needs to improved, not slowed down by more lights/crossings."
   - "Since implementing 4 sets of traffic lights on this short main stretch of road, it is often at a standstill during peak times. Traffic flow definitely needs to be considered if adding further crossings."
   - "Bailey Park is already accessible quite well."
   - "The path is too narrow here for people with wheelchairs or pushchairs to wait to cross the road. Ie the path is blocked until they are able to cross meaning pedestrians wanting to walk by will end up meandering onto the road to get by."
   - "First sort out the movement patters so that they are clearer. The railings in your photos are a left over from movement patterns before Morrisons arrived. What is really required, as was submitted to the planning application on Morrisons, is a direct axial major pedestrian and cyclists connection from the bottom of Market Street through direct to Bailey Park.

Morrisons skewered that alignment by making the path deliver people to their front door. Unfortunately, also we were we left with the curious snaking path, (which was meant to go to the new library-never built) this just created a confusing set of movement patterns in this area. It's a mess."

Comments from "Strongly Disagree" and "Disagree" Respondents.

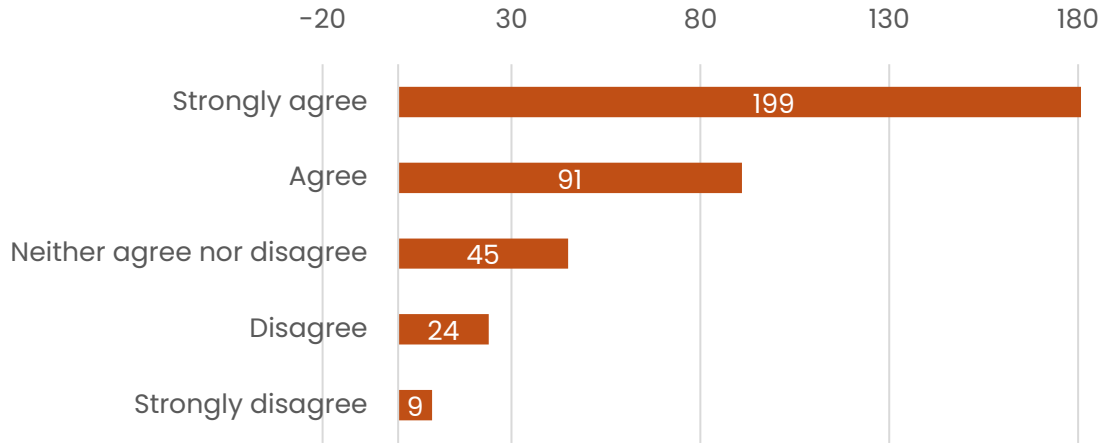
Those who disagreed often cited:

- "No changes needed."
- "Fine as it is."
- "Inappropriate use of Council resource."

Linkages to and from Train Station

54% strongly agree with the need to improve the links between the train station and the town centre with 25% agreeing, 12% neither agreeing or disagreeing and only 7% disagreeing.

Figure 15 - Do you agree with the need to improve links between the train station and the town centre that include improved pedestrian crossings, wider pavements and to explore a local hoppa bus service that connects the train station with the bus station and wider town centre?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Buses and Taxis**
   - "A bus service would be a real boost to visitors and also locals who want to travel by train, especially given the difficulty of finding taxis."

- "I lived in Yate where there was a community bus for just £2 it would take you anywhere so no need to jump on different buses."
- "A hoppa bus to and from the train station would be amazing!"
- "Give taxi firms more incentive to attend the station especially evening times. Publish taxi phone numbers at exit from station."

2. **Parking**
   - "Train station parking needs to be improved as a priority."
   - "However, the priority should be increased parking for the station as it's extremely limited. A secure luggage storage facility could also be considered."
   - "I personally think we need to build a car park on the other side of the A465 by the railway station, all paths to town are perfectly adequate and so are the crossings."
   - "Bus link to station should include from Byfield lane to encourage its use with free parking."
3. **Signage**
   - "Add signage to indicate walking route to Town from Train Station and to Train Station from town."
4. **Accessibility**
   - "At present it is very difficult to walk from the bus station to the railway station pulling a suitcase. The paths are rutted and narrow with very few ramps to allow easy navigation with a suitcase. It is not clear how to get from the station into town as the path goes through private workshop land paths are too narrow. It is very difficult to cross the street coming from castle meadows by going to the train station as a pedestrian and vice versa."
   - "An alternative walking route avoiding the main road would be ideal. Through the park to Mill Street or through Belmont Close."
   - "An improvement to the footpath to Holywell Road would keep pedestrians away from the road and a much nicer walk into town."

- "The A40 pavement needs significant improvements in surface and width - partly narrowed by bulging residential hedges. Some areas are too narrow to pass others."

5. **Other**
   - "Bike Hire / lockers/electric street car hire dock. Proper Taxi information may suffice if a Hoppa Bus is not a financially viable solution."
   - "This is a priority. Given the investment in the railway station, there needs to be a return. A collaborative marketing strategy between Transport for Wales and Mon CC would generate day trippers who spend money."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

- "There are already sufficient links between the train station and town centre and all that needs doing is better signage and tidy the paths up."
- "The junctions can already get congested when drivers are turning right. Any improvements should not make this worse "

Comments from "Strongly Disagree" and "Disagree" Respondents.

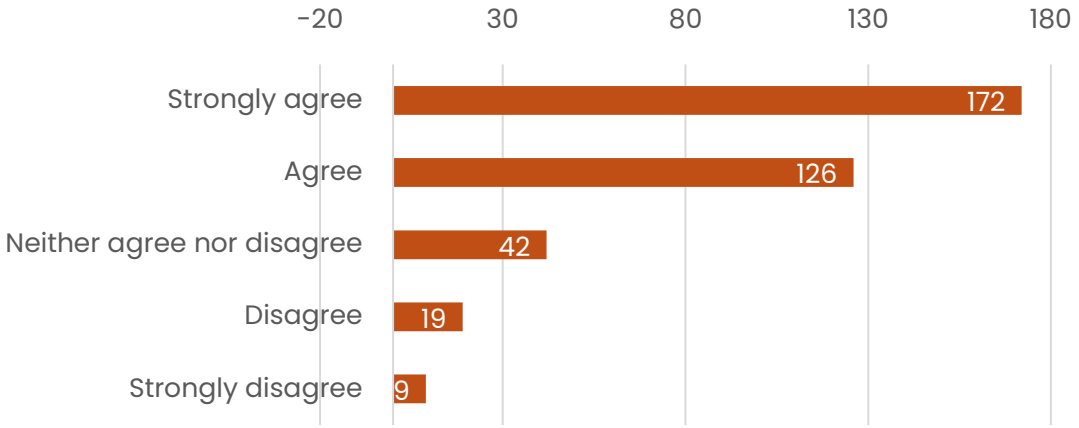
Those who disagreed often cited:

- "Do not agree with wider pavements are necessary, nor a Hoppa Bus - too erratic and expensive. Better signage would be good."
- "Not needed. Plenty of taxis and not far to walk."
- "Strongly disagree- the pavements do not need to be changed at all. There are plenty of pedestrian crossings - near the bus station, by the dentist, opposite the Angel Bakery etc- This doesn't need to be changed."
- "A hoppa bus seems extreme and an unnecessary investment when improve the experience of walking between. the town and the train station would be a much better use of resources."

Lower Cross Street and Monk Street Improvements

46% strongly agree with the need to make improvements on lower Cross Street and Monk Street with 34% agreeing, 11% neither agreeing or disagreeing and only 5% disagreeing.

Figure 16 - Do you support the proposed improvements to lower Cross Street and Monk Street that will address pavement width and quality, commercial frontages and landscaping, amongst other ideas?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Pavement Parking**
   - "Enforce current parking restrictions."
   - "This proposal directly addresses the issue I have with pavement parking outside my business on Monk St, this problem has been going on too long and has been dangerous for pedestrians, discriminatory for the disabled and detrimental to my business."

- “More parking controls as there are obstructive parking especially by disability badge holders which makes road unsafe at times. Needs more parking police patrolling and give warnings and tickets.”
- “Please keep the old feel and look of the town. Old cobbled streets, quality stone walls and remember the heart of our town is rural. Please dont city-fy the areas with sheets of plastic, metal and end up making it look like an airport.”

2. **Character**
   - “It looks very unloved at the moment. I feel for any new small independent business opening as everyone just "quickly walks or drives past" this area of the town.”
   - “Excellent idea makes it more welcoming.”
   - “More green.”
3. **Accessibility**
   - “Increase the pavement width around the Swan hotel building area.”
   - “Doubtful re widening pavements in most places. Real need is to provide a better route along Link road for HGV's to avoid them having to negotiate Angel corner. Some commercial frontages could do with enhancement.”
4. **Other**
   - “Local businesses facing these streets should lead the plans.”

Comments from “Neither agree or disagree”.

Those who were indifferent but made constructive comments mentioned:

1. **Accessibility**
   - “A crossing nearer the old George and banning pavement parking (perhaps providing a few disabled bays instead) would be a more economical way of giving the same result.”
   - “The pedestrian crossing is in the wrong place.”
2. **Parking**

- "I live on Monk Street. It's parking issues are caused by the lack of availability of residential parking permits. MCC doesn't recognise the upper bus station car park as an option. Also a recent Air bnb encourages its guests to park for free on the pavement underneath the property."
- "The pavement parking opposite St Mary's church is dreadful. There is a car park less than 50m away, but people are allowed to block the pavement and shop frontages. This must be illegal, but nothing is done."

3. **Buildings**
   - "Do not widen pavements. Better landscaping with sensitivity. "
   - "Rules for business signage."
   - "Building owners need to be encouraged to maintain their buildings and the streetscene needs to be more cohesive. Historic England did a scheme in Coventry which looked great. The signage and other things attached to the buildings high level are too busy. This is a conservation area and the shopfronts should reflect this. No point investing in the gateways into the town if the buildings are being left to decay by owners."

Comments from "Strongly Disagree" and "Disagree" Respondents.

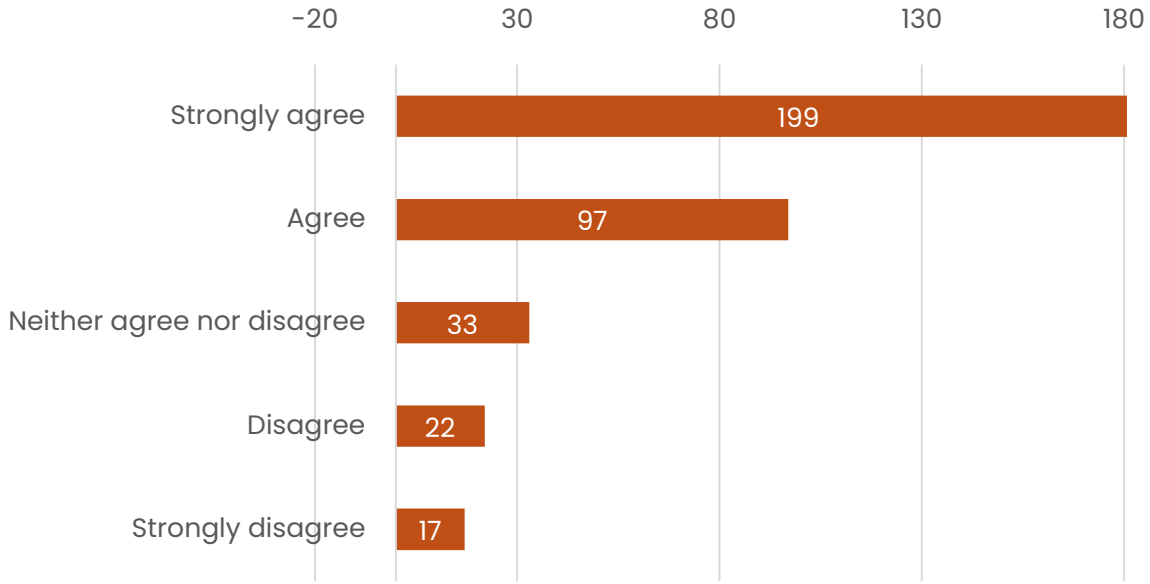
Those who disagreed often cited:

- "Not if it's going to make the road too narrow."
- "Strongly disagree- this is taking away the individuality and character of Abergavenny!"
- ""Nobody bothers much with either so again, waste of money."
- "Proposed improvements are not worthwhile and will make an insignificant impact if implemented."

Improvements to Angel Corner

54% strongly agree with the need to make improvements at The Angel corner with 26% agreeing, 9% neither agreeing or disagreeing and only 6% disagree.

Figure 17 - Do you support the proposed improvements to the Angel Corner?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Accessibility**
   - “It is very difficult to try and cross the road by the bakery as no one these days has got 5 seconds to stop and let pedestrians pass. It should concentrate more on pedestrians rather than cars. Especially if we are trying to incorporate the lower part of the town coming from the bus station.”
   - "I suggest the traffic lights are upgraded to allow contra flow traffic control around Angela corner. It must be a “Smart “ control system that can monitor the traffic flow in both directions to avoid traffic queueing behind the lights.”
   - “I would also restrict the size of Lorries and buses that can cross the town 20 ton plus Lorrie’s should be diverted around the town.”
   - “Replace the tactile paving at Angel Corner (and opposite). Preferably with metal studded pavers. Traffic cutting the corner has worn current ones away. BEST OF ALL de-trunk the A40 through town and place signage (quick win/cheap option in the scheme of things - I do appreciate SWTRA charge huge prices for inspection and signage) to redirect traffic along the Heads of the Valleys 465.”
2. **Footfall**
   - “I think this would definitely make people more inclined to explore this area more. I have seen many people get to this corner and struggle to cross the road. Many turning back up the street, missing out Part of Cross St etc.”
3. **Road Network**
   - “There was a proposal to re-route the A40 to go over from Brecon Road, over the bridge and then join the Heads of the Valleys road rather than going through the centre of town. The amount of times we'd seen lorries getting stuck with the turn at this point as their sat nav brought them this way by following the A40 trunk road.”
   - “Corner is one of worst & dangerous places in Abergavenny - 90degree turn no places to cross - constant traffic and dreadful parking practices by some vans cars etc. poor pavements as well - shops need to refresh their shop fronts as well - tatty end of town when it could be excellent welcome.”
   - “Angel Corner is the worst bottleneck for pedestrians and vehicles. Number 1 priority.”

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

4. **Road Network**
    - "The proposed improvements are unclear. Corner definitely needs to be made safer for pedestrians. Prohibiting heavy vehicles from the route between 9.30-4.30 would help."
    - "Not sure how feasible it is because of the A40."
    - "A form of pedestrian/bleeper crossing from empty Amanda Jane shop to Angel Hotel is essential. This is a dangerous corner."
    - "I feel underwhelmed and that traffic is still king. I would like to see much more effort and ideas into how the cars, buses and Lorries could be diverted away from this section, so it can be pedestrianised, including the 1-way street that leads up to the castle."

Comments from "Strongly Disagree" and "Disagree" Respondents.

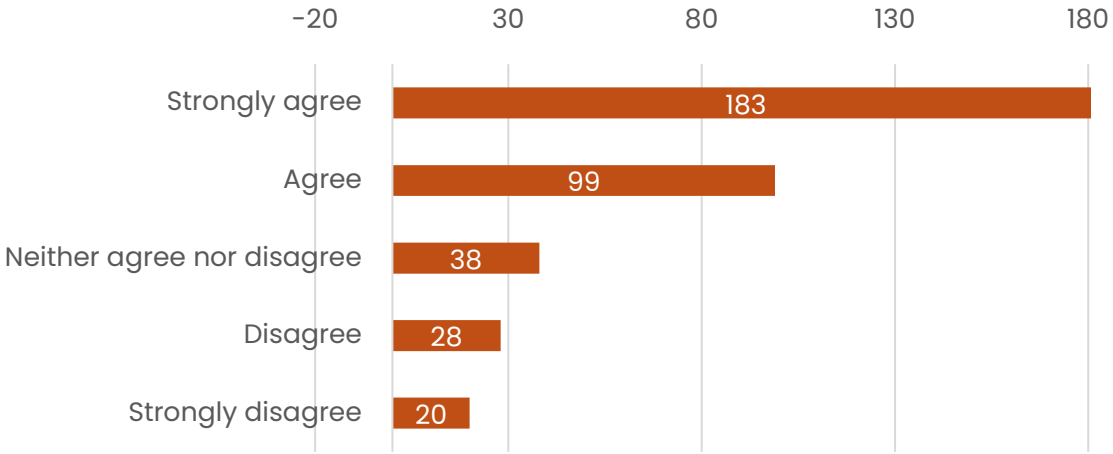
Those who disagreed often cited:

- "Lorries will end up using Llanfoist bridge."
- "Above drawing is pie in the sky - artics and buses need to turn the corner and as unpalatable as it is, there seems no countermeasures suggested??"
- "The A40 is a busy road that large HGVs use to get to Brecon because of the weight limit on the river bridge. traffic light controlled crossings would be safer than the shared space type of pavement. HGVs and pedestrians should not be sharing space."
- "Waste of money, it's safe as it is."

Improvements to Upper Cross Street

50% strongly agree with the need to make improvements to Upper Cross Street with 27% agreeing, 10% neither agreeing or disagreeing and only 8% disagree.

Figure 18 - Do you support the proposed improvements to the upper Cross Street that make it more people friendly and continues to support street activity?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **The Plan**
   - "Wonderful!"
   - "The pedestrianisation of the rest of the town centre has been a great improvement. Upper Cross Street can be closed to traffic and the Brewery Yard car park only accessed and exited from Lion Street. "

- “More places for our young people, more improvements that are children and young people focused. Give our young people especially older children, some thoughts in your way of improving the streets. There is nothing there that is suitable for them.”
- “Take guidance from other European countries that make their streets more friendly to young people and young people.“
- “See the new additions to Broad Street in Oxford, where a wide road has become a really vibrant public space. There are pop-up food stalls, lots of bicycle parking. Consider bringing some colour into the design. There are other options than grey paving! Broad Street has this lovely geometric pattern in yellow that compliments the planting and just brings a lot of life to the space.”

2. **The Cabins**
   - “The huts have had their day and no longer look attractive.”
   - “Remove the 'pandemic cabins' and have removable street furniture. CLEARWAY tactile paving through for blind/partially sighted.”
3. **Closure**
   - “Could raised bollards be used instead of gate - like Pontypridd town centre."

Comments from “Neither agree or disagree”.

Those with neutral views mentioned:

1. **Access**
   - “I like pedestrianisation but access is still required for business and hopefully “pavement cafes/restaurants” will still be encouraged to give continental feel when weather allows.”
   - “Why is it open on a Sunday when there are events and markets going on? Its needs to be consistent.”
2. **Character**
   - “I would miss the lovely pennant slab pavements currently here.”

- "Not convinced it will support street activity and retailers and hospitality lining that street. Needs a clear zone for them to occupy, delineated physically, with a new kit of parts to allow them to install well designed shelters for their customers from inclement weather (both heat and rain) in the street. It all looks to twee and tidy. Bench forms as shown don't allow for face-to-face conversations. No sign of how 10.00am to 4.00pm control of that space will be conducted."
- "Improve the state of building on corner of Market Street/Cross Street."

3. **Market Street**
   - "Need to give greater attention to Market Street as part of this proposal."
   - "I would like to see aesthetic improvements to the corner of market street and proper signage to lead people from the high-street down-market street, the businesses at the top of market street do not accurately reflect what is on offer further down."

Comments from "Strongly Disagree" and "Disagree" Respondents.

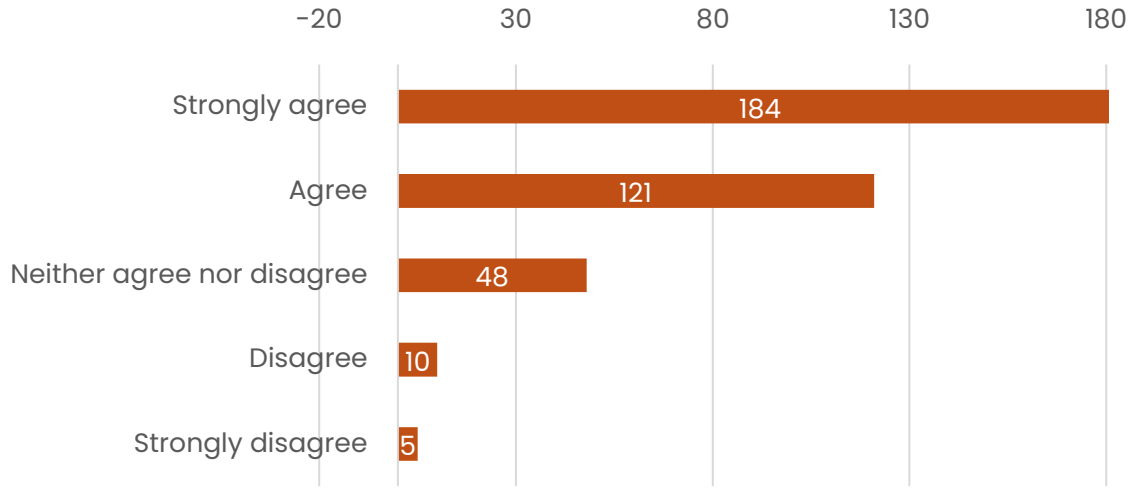
Those who disagreed often cited:

- "Waste of money it's good enough."
- "Personally, I think the road should be reopened."
- "This will ruin the town. WE need lower business rates to attract businesses, not to drive them away. This project is just a waste of money."
- "Already quite good."
- "Proposed improvements are not worthwhile and will make an insignificant impact on street activity if implemented."
- "Leave as is. It works well and everyone understands timings. Little cabins are fine. Everyone understands tarmac/ parking."

Improvements to Indoor Market Hall and Brewery Yard

50% strongly agree with the need to make improvements to the Indoor Market Hall and Brewery Yard with 33% agreeing, 13% neither agreeing or disagreeing and only 3% disagree.

Figure 19 - Do you support the proposed improvements to the indoor Market Hall and upper Brewery Yard that support its operation, character and as a hub for year round activity?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **The Experience**
   - "The market needs to maintain its current feel as that is the main draw."
   - "This is one of Abergavenny's strengths- be careful to build on it, not destroy it."

- "This is a fabulous venue that could be used for many more activities, celebrations etc throughout the year."
- "The market is the hub of abergavenny - anything to enhance it would be useful."

2. **The Improvements**
   - "Only small improvements needed. There have already been many improvements in recent years, and these need to bed down and be assessed."
   - "Very important to retain the market hall as a centre of access and especially ensuring that commercial stall holders can continue to use the space."
   - "The brewery yard is already a brilliant example of placemaking. Community initiatives like the annual art installations in the market are fantastic. There are various schemes run out of the market (ebike trial scheme) that are not well publicised."
   - "Would like to see more ambitious plans to improve the market building itself to work towards this goal. Improve signage so visitors can see what is on offer in and around the hall."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

1. **Young People**
   - "If that photograph is retaken in the coming years, it would be FABULOUS to see young people hanging out in the space. The Town needs to hook in to the 'next thing' post 'traditional' market stalls."
2. **Practical Observations**
   - "The quality of acoustics is appalling and needs improving for festivals."
   - "Just repair the cobblestone will be enough."
   - "Minimal proposals suggested - tensile structures and awnings. Further investigation needed. It works well as it is community hub with all events and library/ council info as well as theatre."
3. **Events and Activities**

- “Antiques fairs, food fairs, music, classic car shows, eating and drinking events, bring your own meal, dog shows, boot sale, bigger Saturday markets, etc etc but make this area the place to come to in Abergavenny but don't charge to enter or just a minimum amount.”
- “Massive asset to town - so much more potential - evening cinema - music events - need for more variety - book markets - craft - theatre - public speaking events - guest speakers - great space. Brewery yard is totally under-utilised.”
- “Recognise that Community Learning needs a larger space. Former Community Learning building on Old Hereford Road had 3 classrooms, a kitchen and garden available 9am to 9pm. Now restricted to part time use of Community Room in the library and temporary use of Mayor's Parlour. High number of Community Learning classes have been cancelled, causing real cuts in service provision. Needs an accessible new space with access to parking nearby to help disabled people access community learning classes: consider old library building and create a new community learning hub by the cinema and improved square.”
- “The market as it stands has gone downhill in terms of vendors and hasn't moved with the times. Investment in people and looking for new ideas needs to be undertaken as the fabric has received significant support over the last 15 years with the brewery yard scheme and market/hub works.”

Comments from “Strongly Disagree” and “Disagree” Respondents.

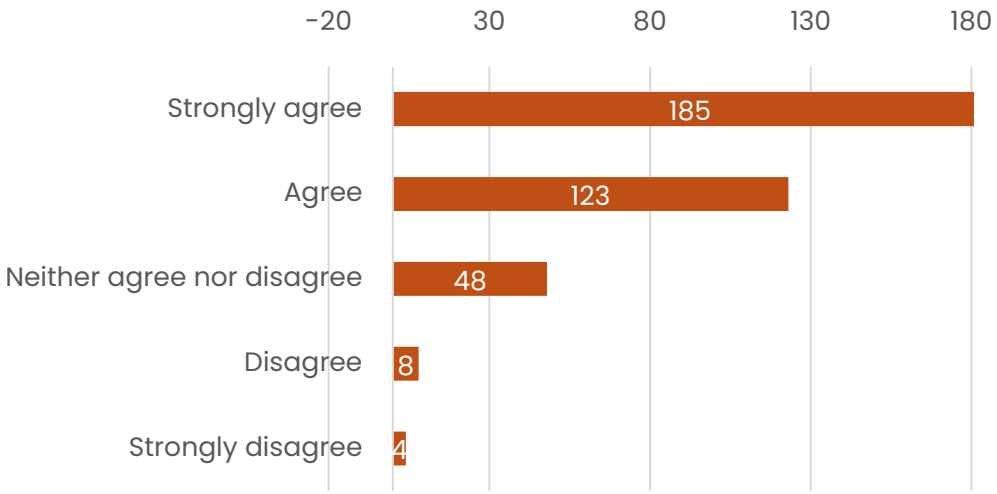
Those who disagreed often cited:

- “We’ve spent enough money on these areas.”
- “You are throwing more money at something which clearly isn't working. You have already invested in the market.”
- “I think the market area is fine as it is and shouldn't be a priority.”
- “What about putting money into valuable services that have lost their venue? Such as Community Learning, who provided essentials opportunity for those most at need. “

Support Bailey Park Investment

50% strongly agree with the need to support Bailey Park improvements with 33% agreeing, 13% neither agreeing or disagreeing and only 3% disagree.

Figure 20 - Do you support Bailey Park with community activism and civic pride, better linkages to the town centre and Fairfield car park and to also explore enhanced facilities for young people to meet in a positive and safe space?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Activities and Amenities**
    - "More facilities for young people e.g. decent skate boarding."

- “A cafe and open air pool would be excellent.”
- “Bring back the lido.”
- “A skate park is a great idea as teenagers seem to have little to do.”
- “A youth shelter may be appropriate. “
- “The park requires more funding to improve the facilities for families and make secure to avoid damage / destruction. The pavilion would make a good cafe and more sporting facilities like tennis courts etc.”
- “A cycle pump track should be constructed in the gap between the playground and the asphalted flat area.”
- “Definitely. Strongly miss the swimming pool. Such happy times. Splash pad? Attract young families!”
- “Strong need for a youth club, youth events, safe spaces for young people to gather. Consider adding picnic tables, table tennis tables, improve access to sports eg netball/basketball/cycling/skateboarding in the park.”

2. **Maintenance and Management**
   - "Thanks to Friends' groups and Keep Abergavenny Tidy group who pick up after the parties, gatherings and young folk who leave behind empty pizza boxes, cans, etc.”

Comments from “Neither agree or disagree”.

Those with neutral views mentioned:

- “Stop dog walkers letting dogs off leads. The response when reminding a dog walker with 2 dogs they should be on a lead was " who's to stop me". Its no good having rules if they cannot be replaced.”
- "Bailey Park is a great space. More could be done to improve the entrance from Fairfield by the Rugby Club.”
- “Budget for more events for young people and the facilitation on in situ workshops in Bailey Park. Opening a cafe/small events space.. Budget to research successful park regeneration projects, with the specific focus on well being and young people. Integration of community made and commissioned local large artworks.”
- “There needs to toilets for people who visit the park.”

- "Would like to see use diversified away from sport alone - during the pandemic families and young people had more opportunity to use the park for picnics, games etc. currently men's rugby/sport is prioritised, would like to see more balanced approach which meets the needs of everyone- younger people, women and families, older people especially."

Comments from "Strongly Disagree" and "Disagree" Respondents.

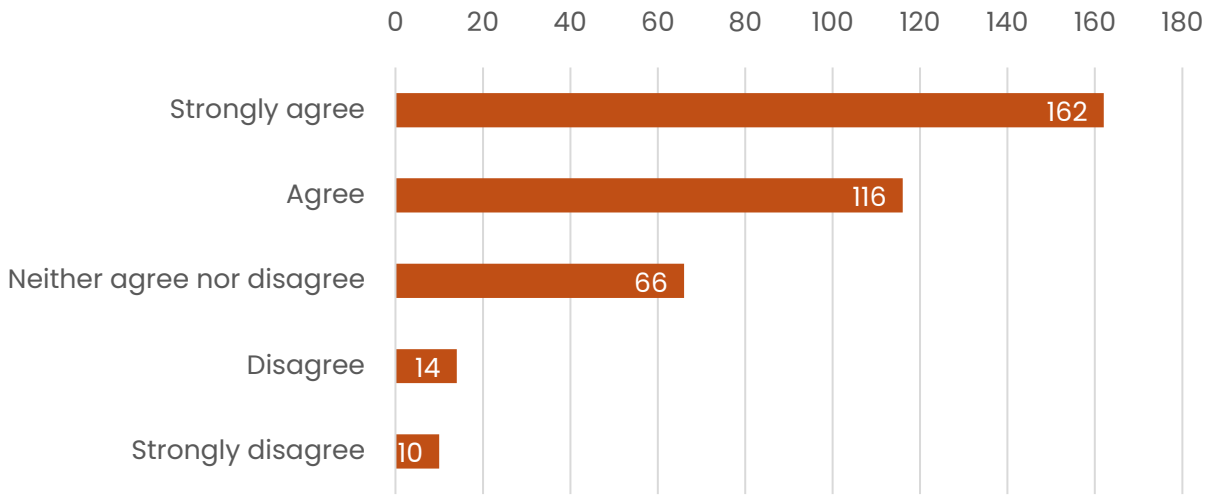
Those who disagreed often cited:

- "I think the links are fine."
- "Don't waste money, fill in pot holes."

Improvements to Gabb Square

44% strongly agree with the need to make improvements to Gabbs Square with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.

Figure 21 - Do you support the proposed improvements to Gabb Square that improves the setting, character and use of the space and its relationship to its streets, key note buildings and linkages with Lewis Lane and Frogmore Street?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

Those who agreed with the proposal frequently mentioned:

1. **Character**
   - "It is a bit scruffy but it has the potential to be a focus not just a passing point."
   - "Love the look of it - really hoping to keep the cinema as a community cultural hub of some kind."

2. **Activity**
    - "Excellent idea for people to meet with a takeaway & chat."
    - "This area is obviously close to my heart and one of the biggest issues is parking, we have lost the library, courts and police station all of which generated lots of traffic so I got lots of double yellow lines but not now."
    - "It would be beneficial to the town to redevelop underutilised land in the area and relocate use inappropriate to a town centre location."
    - "Budget and support for the cinema to continue as a creative community space. Better use of the Old Library as a community space to encourage more footfall to this area."

Comments from "Neither agree or disagree".

Those with neutral views mentioned:

- "Not until a scheme is in place for the old Richards space which would lend itself to being a square with small shops around it."
- "Stopping traffic from turning left out of Princes Street will help reduce parking loads."
- "Yes, but we subtle paving design that reflects the qualities and colours in the town."
- "Yes but again don't overdo it and any green areas must be maintained and not allowed to decay - not in favour of degrading all of towns authenticity."
- "The reason St Johns square is so successful is that it has permanent seating and table surfaces that allow people to talk to each other face to face. While this seating arrangement shown here with planting (maintained and designed by who) protects those on the square (triangle) from cars trying to park and the passing traffic, it may not encourage that sociability. Does the owner of the Grofield want to inhabit the square? One of its challenging qualities is the blank facade its full length created by the cinema use. They could with the right kit run outdoor cinema in the better months, projecting onto that blank wall; but the space needs to be designed with the thought in mind that the cinema may not survive and what is

most likely to replace it… social rent housing? The lower part of Baker Street seems the same width as the upper part and yet one is one-way and the other is two-way. Shouldn't its design recognise that."

- "Needs to include whatever may be proposed for the Richards site in order for the area to make sense as a whole."

Comments from "Strongly Disagree" and "Disagree" Respondents.

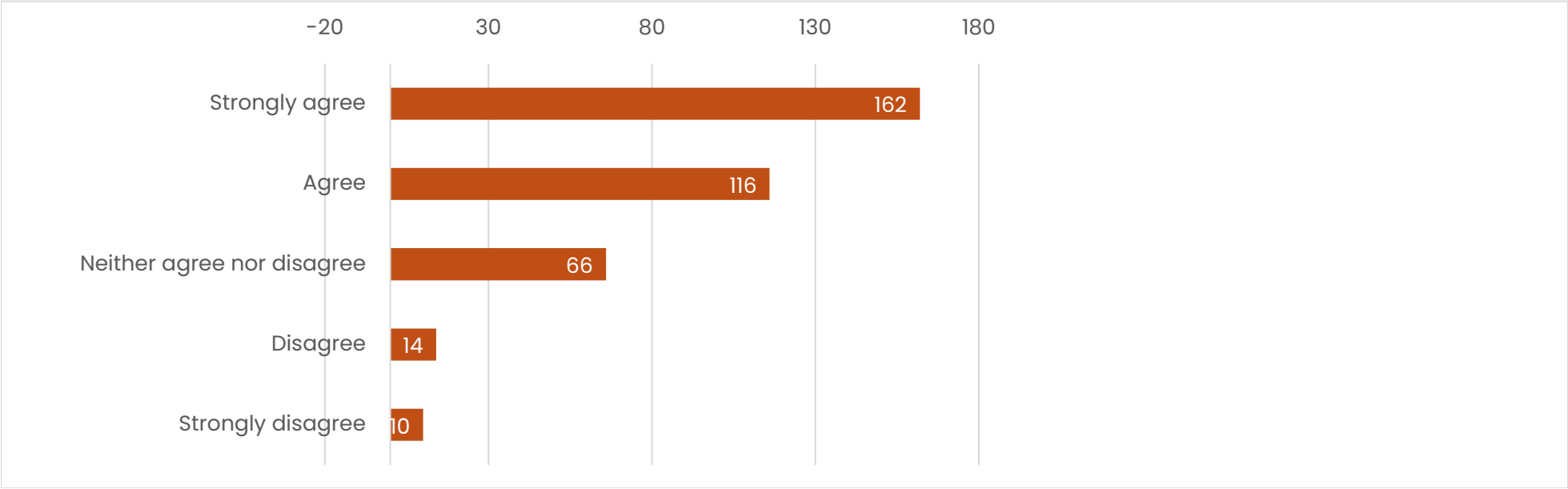
Those who disagreed often cited:

- "The landscaping shown is soulless and better suited to an urban environment than a beautiful rural market town."
- "This seems to be less of a priority than other proposals."
- "The illustrations are very misleading, as they exaggerate the distances between buildings."
- "Expensive and not a high priority."

Improvements to Town Centre Accessibility

44% strongly agree with the need to make improvements to town centre accessibility with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.

Figure 22 - Do you support the need to improve accessibility across the town centre within streets, junctions, spaces and to provide for changing places facilities and enhanced shop-mobility provision, in addition to water-refill points on streets and improved cycle stands in the town centre?



Source: Let's Talk Monmouthshire survey n=368

Comments from "Strongly Agree" and "Agree" Respondents.

- "That sounds like a good idea with water refills changing rooms for baby's & toilets cycle racks would get more people to come into town."

- “Changing place toilets needed linking with shop mobility facility improvement.”
- “Power-point of 'access hot-spots' composed by disabled resident on its way.”
- “Better access and parking - better signage for Fairfeld and extent of pedestrianised areas.”
- “This would be a good thing. I have a stoma and need to use accessible toilets and a changing area would be welcomed.”

Those who agreed with the proposal frequently mentioned:

Comments from “Neither agree or disagree”.

- “People misusing facilities need to be taken into consideration.”
- “Space in car park for disabled users. New shopmobility will there be appropriate parking spaces - spaces for 16 scooters and 10 wheelchairs and turning space in front. Also dropped kerbs in front. Needs to be on a bus route to shopmobility. Please consult with shopmobility about this.”
- "Changing places toilet is great.”
- “Bike hire scheme, similar to Boris bikes in London.”
- “Definitely new toilets by the side of Cibi Walk.”
- “Absolutely - there should be better bike facilities and refill points! And make sure it is more accessible for all.”
- "These types of improvements should be given top priority as probably many can be achieved within the limited budget likely to be made available in the foreseeable future.”

Those with neutral views mentioned:

Comments from “Strongly Disagree” and “Disagree” Respondents.

- “As a care home manager, we find it difficult to take clients into Abergavenny. Although pebble streets look nice they are terror wheelchairs and there is limited accessibility in general.”

- “See above regarding planning for the future - biodiversity and climate change but also provision for active travel (walking / cycling buses for schools), families and particular recognition of the needs for women and girls to enjoy the space with confidence.”
- “Movement along pavements for the visually impaired is very problematic. While planters and public seating are welcome, these along with existing street furniture, cafe outdoor seating structures and enclosures present difficult and dangerous navigational challenges. The existing arrangements and placements need thoughtful assessment and alterations made to enable inclusive use for all residents and visitors.”

Those who disagreed often cited:

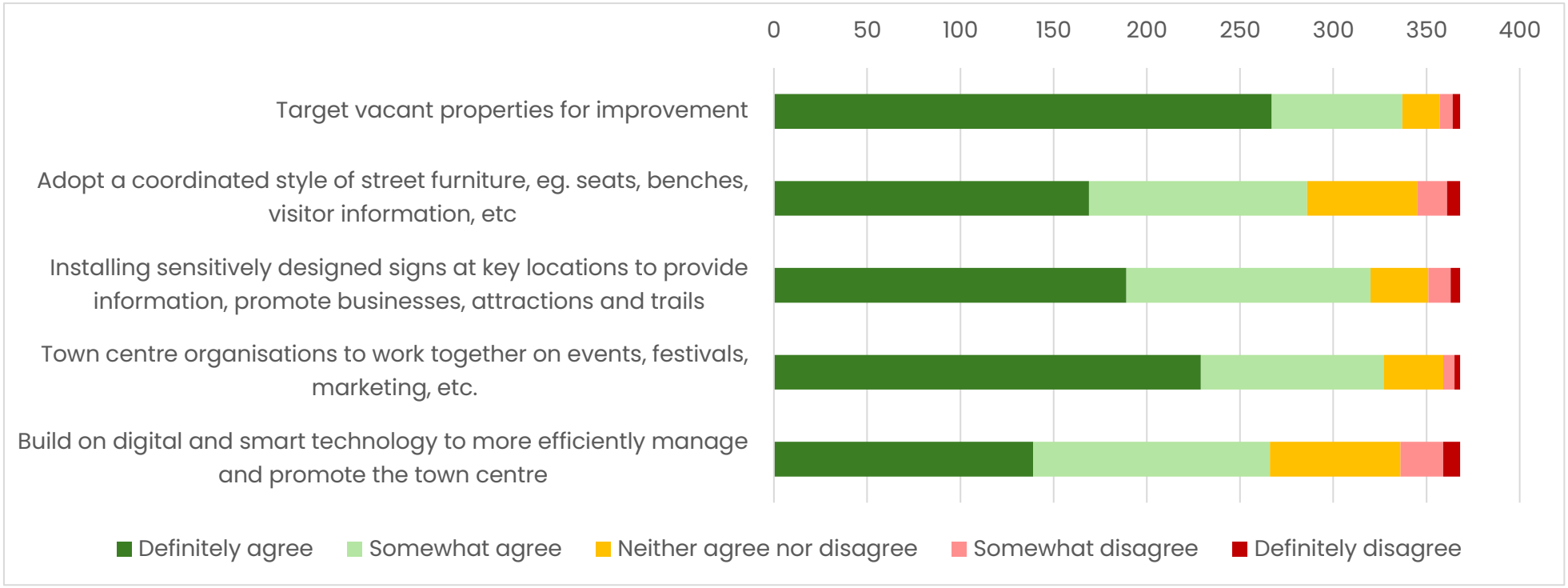
- “Who will pay for this? Stop wasting money! Lower business rates and council tax, encourage business to move here instead of driving us away with high rates! This is just a vanity project.”
- “Water points. Waste of money.”
- “Its a characterful town centre and not a dressing room/refreshment centre. Please don't overegg and spoil this lovely town.”
- "The pedestrian area in the town centre should not be a place for cyclists. There are several cycle stands in town that are rarely used. Drivers leave their cars in car parks, why can't cyclists do the same? If provide with good, secure facilities they would be encouraged to cycle to town. Providing more or larger stands in town would clutter the town and in reality unlikely to attract more cyclists.”

All Open Comments - See appendices

Figure 23 outlines how respondents relate those draft proposals that relate to the way the town centre should be managed and maintained with the greatest degree of agreement centred on targeting vacant properties for improvement.

Following in second place, ensuring town centre organisations continue to work together on events, festivals, marketing etc. is seen as important by respondents, with building on digital and smart technology seen less important across these measures, albeit 72% either definitely or somewhat agree with the proposal.

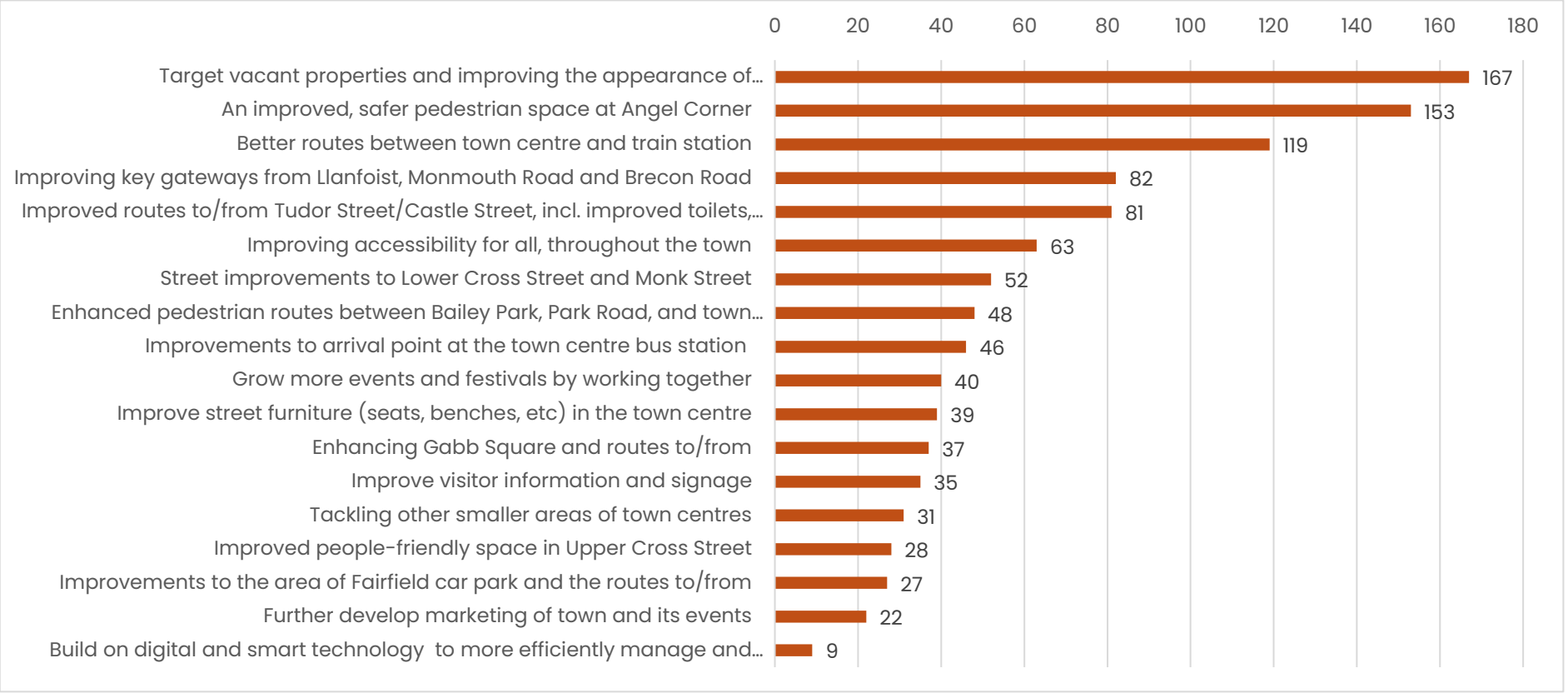
Figure 23 - To what extent do you agree with the following proposals that improve the way the centre is managed and maintained?



Source: Let's Talk Survey n=368

When respondents were asked to choose their top three priorities for the town centre Figure 24, i) targeting vacant properties ii) an improved, safer pedestrian space at the Angel corner and iii) better routes between town centre and train station are identified.

Figure 24 - Top 3 Priorities



Source: Let's Talk Survey n=368

Quick Wins

- More benches and seats
- Improved toilets
- Cycle racks
- Water refill points
- Town centre property improvement grants
- Signage and transport to and from station
- Signage, accessibility, waymarking
- Replace old playground equipment
- Signage from A456 and A40
- Accessibility audit
- Signage and waymarking.
- Shuttle from train station
- Improve signage
- Bring all sectors together first
- Just update what we already have.
- Accessibility audit.
- Tree planting
- More social housing, improvements to shop fronts, paving to be fixed
- Llanfoist Bridge
- Changing places
- In my opinion there is an immediate need to entice bespoke shops to the town to take up the empty units.
- Digital marketing
- Updates to Cross Street
- I like bi-lingual signs
- Jet wash streets
- Town centre organisations to work together to promote events.
- Community activism
- Putting more for the kids
- Unsure
- Events & vacant properties.
- Zebra crossing Monmouth road to castle meadows.
- Temporary urbanism in vacant shops
- "Working together is the key.
- Benefit to cost ratio should be considered ahead of speed of execution.
- Lower Cross Street and Park Street area a priority.
- The area outside Shackleton's/ the old buttons, is tatty, full of confusing signage and a huge CCTV post.
- Improving access, road development and town centre improvements
- Improved signage, toilets, improve shop fronts.
- Promotion and integration of key assets like the Borough and Melville

What's Missing

Bus Services

The quality, frequency, routes and timetable of bus services within the town centre, which connect to and from rural villages and also to key destinations such as The Grange hospital are mentioned by numerous respondents. The proposal for a bus service to and from the train station is welcomed.

Infrastructure

The future demands from an increase in the town population on local services and on the town centre's infrastructure is seen as significant by some respondents that needs to be planned for.

Parking Strategy

The need to review parking across the town centre is identified by local residents and businesses, specifically the roles of specific car parks and users, charging (e.g. suggestion of first hour free) and ways to recover parking fee when spending a certain amount in the town centre.

Reroute A40

The presence of the A40 in the town is identified as a key challenge across the whole consultation, with a body of responses seeking a wider strategic review of the road network, specifically the re-routing/de-classification of the A40 which would help lessen some of the HGV traffic through the centre. Linked to the proposed active travel proposals at Llanfoist Bridge, there is the need to route HGVs and through traffic over the A4143 Merthyr Road.

Supporting Small Businesses

A number of respondents point to the need to look at the fiscal pressures on small businesses, with the need to review and lower business rates to sustain existing shops and services and also attract new investments.

Young People

Current and future provision for young people is highlighted by numerous respondents. Ways to improve existing play provision and how could more be made of Bailey Park for young people is raised in the consultation. Against the backdrop of an ageing town population, the town centre needs to appeal to families with younger children. Ways to

provide spaces for teenagers that allow them to hang out or to engage in town centre life needs to be explored.

Other Community Provision

Some specific mentions about Adult Community Learning in the town and ways to improve provision since it has moved away from its own building. A building that brings the town together and could participate in wider events in the town e.g.: arts, writing, food festival, which is more than just deliver education, employability and leisure classes: it can be a safe place to bring together everyone in the community, with a particular focus on people with disabilities.

Housing

Opportunities to provide for in-town living, prioritising the provision of social rent housing is identified by a number of respondents as well as homes for younger people that is linked to town centre workspace.

Climate Change

The need to adapt to climate change is highlighted by a number of respondents.

Specifics include the need to plan and provide for higher temperatures in terms of shading within streets and gathering areas and also shelter during inclement weather. The role of biodiversity and role of nature in adding to connections across the town centre is also mentioned that meets with a place based approach to designing public spaces and routes.

6. Appendix A: Email correspondence

Abergavenny and District Civic Society

ABERGAVENNY TOWN CENTRE PLACEMAKING PLAN

RESPONSE TO CONSULTATION ON THE DRAFT PLAN, APRIL 2025

1 Background

In 2020 the Welsh Government launched a Design Commission for Wales Placemaking Charter that puts quality, sustainability and community at the heart of planning. Placemaking involves 'working collaboratively across sectors and disciplines to comprehensively consider the future development of distinctive and vibrant places'. One hundred million pounds was subsequently allocated for a 2022-2025 Transforming Towns programme to improve town centres, and locally led Placemaking Plans, building local confidence and action, are to provide the context for bids for financial support and other investment over the next 10-15 years.

Together with town and community councils, in 2024 Monmouthshire County Council initiated the preparation of these plans, via consultants, for Abergavenny, Monmouth and Magor-Undy. There are already similar plans for Caldicot, Chepstow and Usk.

The Civic Society was pleased to be invited to join the steering committee for the Abergavenny plan and has contributed significantly during the preparation of this draft plan. A well-attended open meeting of the Society in September 2024 gave our members and guests an opportunity to make an early contribution to the consultants' plan preparation process, and this was followed by the submission of a preliminary statement of the Society's ambitions for the town centre.

2 Summary Conclusion

2.1 Subject to some important reservations and detailed comments that follow, the Civic Society is pleased to support the draft plan, but equally we await the response of those who use the town centre and have businesses in the town. The final plan needs to be presented differently to convey the priorities of those who use the town centre.

2.2 In October 2024 the Society submitted to the consultants its initial thoughts on the plan to be prepared, together with a list of over thirty potential projects that might find a place in the final outcome. Most of these are in some way mentioned in the draft proposals and this response draws attention to others. There is nothing in the proposals to which we object, but we have made a considerable number of comments. With the benefit of public consultation and further consideration by the steering committee and the consultants, we hope that the final plan will list and, as far as possible, prioritise the actions to be taken to deliver the proposals, starting with achievable quick wins.

3 General Comments

3.1 *Will the plan provide what is needed?* The plan recognises the comparative recent success of Abergavenny's town centre – the test is whether the plan will enable the centre to maintain or strengthen its position in a competitive environment. We must be wary of an assumption that the fate of a town centre will depend on environmental works. A town centre with safe and attractive streets, accessible via ample and reasonably priced parking and public transport, will only thrive if there are lots of other reasons to visit and no deterrents to investment. Retailing and banking have found more effective ways to reach customers, and for decades education, health and other public services have opted for the advantages of centralised scale outside town centres. Does the plan make proposals that will reverse these trends? Are there opportunities to introduce more homes in or near the centre, perhaps by relocating uses that do not need a central location? Can the tourism potential be raised by improvements to private property as well as to the public realm, by more entertaining events and strengthening the heritage appeal? This plan, constrained by its budget and brief, seems to be mostly about actions that might be followed up by the local authorities. This may be what they wanted, but more imaginative ways of multi-sectoral transformation of the town's prospects might have been explored.

3.2 At a time of great economic uncertainties, a 10-15 year town centre plan needs to strike a balance between ambition and likely reality. It is helpful to consider changes over the past fifteen years before anticipating what might be achieved by 2040:

> The Brewery Yard transformation was completed in about 2010. There was concern about the centre's future in the mid-2010s, but traders rejected the opportunity for a Business Improvement District. The 2016 Eisteddfod led to several years of extensive public realm improvements, enabling a unique and lasting development of pavement cafes during the pandemic. The livestock market was replaced by the Morrisons store by 2018, and the Town Hall, library and theatre have been remodelled more recently. Despite some loss of multiples and banks, Abergavenny appears to have been comparatively fortunate at retaining footfall and attracting funding in the past fifteen years, perhaps to the extent that public investment in other towns will now be preferred. The County Council will need to consider whether the plans for six town and village centres are realistic or over-ambitious.

3.3 The draft plan proposes three substantial public realm improvement projects, in Tudor Street, Cross Street and Gabb Square. Completion of all three may be over-ambitious, though it should be noted that public safety measures are important elements of at least two, and those elements should be given high priority. **Without setting aside the need to deal with strategic issues and to fully achieve these projects, we feel that the emphasis of the final plan needs to shift from what DCfW calls a 'could do' list to a prioritised Action Plan of**

manageable works and tasks, with indicative cost bands and perhaps grouped under headings that reflect potential funding sources, such as Safe Active Travel, Greening the Town Centre and Street Enhancement. Other towns may be preferred for substantial government funding, so it will be especially important that Abergavenny uses all opportunities that arise to strengthen its competitive advantages. The plan will need regular reviews.

3.4 Members of our executive committee have criticised the plan preparation process, preferring a 'bottom-up' approach, which would have started by asking visitors and residents to identify the problems and opportunities, big and small. The Society pressed for an early opportunity for public involvement, but the process has focussed on 'stakeholders'. We hope that the final outcome with an Action Plan will be much the same as the result of a different approach might have been.

3.5 Concerns about the disruptive and polluting effects of often congested A40 trunk road traffic on the appeal of the town centre have been particularly evident in members' responses. Sadly, preparation of the draft plan appears not to have engaged with the Welsh Government or its agency SWTRA on this topic. The Civic Society recognises that the prospects of total relief from through traffic are negligible but has for several years taken opportunities to press the County Council to ask for a study that considers the scope for using A4143 to divert more A40 through-traffic away from the town centre. This possibility is not mentioned in the draft plan. Proposals for Angel Corner and elsewhere depend on a fresh Welsh Government review of how A40 traffic through Abergavenny should be managed.

3.6 While the proposals have been attractively presented, a tight timetable and an aim to be concise have resulted in a number of instances of unclear meaning, especially for a lay audience. We suggest that the final plan should be checked for clarity by an independent editor – or AI.

3.7 We find the survey questionnaire disappointing and likely to lead to misleading or false conclusions. This is not the place to criticise every question, but most proposals are likely to be agreed or strongly agreed irrespective of costs, many of the questions cover multiple ingredients, and meanings are sometimes unclear. Hopefully, the space for specific comments will have been used for clarification of views. The opportunity to give views on the proposed quick wins precludes others, and the selection of three priorities from seventeen broad and uncosted proposals seems to be of little value for preparing an action plan. Few of the seventeen are likely to be delivered in full as one project. Again, the opportunity to add proposals or comment may help, but we fear that the survey may be of little help in preparing a prioritised Action Plan.

4 More Detailed Comments

We have encouraged our members to make their own responses to the consultation as reaching a consensus view of over 100 members would be difficult. Nevertheless, a number of more detailed comments have arisen and have committee approval.

4.1 *'Our Vision and Goals'*: A Vision now seems to be an almost compulsory part of a plan. That for this plan – 'An Eventful Town' - is for an undefined future horizon and strangely focusses on more events in the town, a worthy objective that subsequently receives only a few references. Other qualities such as 'easy to explore', 'rich in culture, food, well-being and opportunity' and 'strong partnerships' hint at some of the plan proposals, but the Vision needs review if the main plan proposals are to deliver it. We appreciate and welcome the use of the Civic Society's strap line and offer this alternative vision that seems to relate better to the plan proposals:

'Preserving the best, improving the rest. A great place to live, visit and do business'

In 2040 this easy-to-reach compact Town Centre will continue to prosper because the steady strengthening of its appeal has sustained and attracted a wide range of thriving shops and other enterprises. Visitors will find a town that cares for their comfort, helps them to explore safe and attractive streets and a well-presented heritage, has a wealth of places for relaxation and refreshment, and many entertaining events.

It will be well-managed by a proud collaboration of the public, private and community sectors, all equally committed to their part in ensuring success.

Other Visions are of course available.

4.2 A few months' work on the plan might not be expected to produce an exciting project that could promote the town centre into a higher league, but we suggest that the collective built heritage and its stories may offer more potential than is apparent in the plan. The Plas Gunter project will be a significant new element, but a new approach to the presentation of the rather unexciting castle remains could be a catalyst for change. Recent works at, for example, Caernarfon and Hay Castles suggest a more relaxed attitude to change at ancient monuments and Grade 1 buildings.

4.3 The Goals focus on a Cross Street/Heritage Strategy. The Market Hall, and the Brecon Road/Frogmore Street edge of the centre. These then become 'strategic goals': 'Gateways and Arrival', 'From a Road to a Street' (A40), '21st Century Market' and 'Stringing Together Key Assets'. All rather clumsily expressed but hardly arguable - and moving away from the 'Eventful' Vision.

4.4 The second strategic goal relates to the need to review Welsh Government trunk road policies for Abergavenny, highlighted in para 3.5 above.

4.5 *'Overarching Plan'*: This seems to be the bridge from the Challenge and Opportunities plan and the Vision and Goals to the start of the proposals – perhaps better headed 'Towards a Plan'. The remainder of the document/presentation amplifies this plan, starting with the entrances or 'gateways' to the centre especially as experienced by the car, bus or train visitor, then considering the arrival areas where people disembark, then some key destination areas within the centre before sweeping up some of the many other topics that have been addressed, though rarely in much detail. A final section on 'Quick Wins' recognises the steering committee's emphasis on the need for early results. Para 3.3 above has addressed another steering committee concern - that the plan might overemphasise costly public realm improvement schemes rather than a more achievable programme of works.

4.6 *Gateways and Arrival*: Many suggestions are made for improving the approaches to the town centre and all are worth further consideration.

4.7 *Aldi and Bus Station Area*: The striking gateway impact of the Abergavenny Hotel is followed by a characterless area that the Society has long proposed for enhancement, mainly by tree planting. The ATS and Aldi developments, especially the former, have been allowed to prioritise parking spaces over planting on their frontages, and an unused hydrogen charging station is an eyesore opposite. The placemaking plan recognises the problem and the area needs an improvement plan.

4.8 *Fairfield*: The plan identifies the need for improvements and the frontage to A40 particularly needs attention. The town's largest car park ideally needs an orientation hub building similar to that suggested for Castle Street, or at least signage to any facilities that may be provided in White Horse Lane, 100m away. The future of the disused toilets is not considered by the plan.

4.9 *Tudor Street and Castle Street*: Interesting outline proposals are made for slowing traffic and increased pedestrian safety where visitors cross from car parks to St John's Square. Perhaps in a simplified initial form, these proposals deserve a high priority – as do measures to slow traffic on Tudor Street. We also welcome the orientation hub proposal and note the suggestion that some form of cladding could enhance the Castle Street elevation of the Royal Mail building. Cladding could be a costly cosmetic treatment and unfortunately the plan makes no proposals for the regeneration of this underused building, which might be partly repurposed as the orientation hub. The future of this key building should be further pursued by the planning authority.

4.10 Recognition of the need to ease links between the town centre and Bailey Park is welcome but Welsh Government acceptance of a 'courtesy crossing' seems unlikely at this busy Morrisons access point on A40.

4.11 Also welcome is the call for a comprehensive waymarking strategy that will help visitors to explore the town more fully.

4.12 *Cross Street Destination Area*: Lower Cross Street needs enhancement; a Victorian row of six properties on the NE-facing side could be a striking feature with a unifying colour scheme. An outline scheme for improving the Angel Corner and Upper Cross Street is another welcome proposal but the former needs practical validation. Improving the safety of pedestrians and the disabled at this junction must be a high priority but will depend on Welsh Government support. The plan merely hints at a welcome shared space resurfacing of Lower Castle Street, a pedestrian link to the Castle, but we question whether current westbound signage this way to 530 parking spaces is wise; this traffic should perhaps be directed to the Fairfield car park.

Upper Cross Street is ripe for improvement and the outline scheme is a good basis for more detailing, perhaps in phases. No mention is made of the pressing need to remove or replace the in-carriageway pandemic refreshment kiosks here. MCC are understood to be reviewing their pavement café policy.

On Monk Street there may be a need for an active travel crossing of A40 at the Lion Street junction if local development plan proposals for housing east of the railway and A465 go ahead and B4233 (Lower Monk Street) connects to that area.

4.13 *The Market*: The importance of the regular markets held in the covered hall is unarguable, both as a place to shop and as an experience. The plan consultants are clearly aware of the need to protect the character of this high and extensive space, and our only comment at this stage is that great care should be exercised to respect this character when proposals are detailed. We hope that the views of traders have been sought on this matter.

4.14 *Bailey Park*: It is unclear why this leisure area receives attention whereas Linda Vista and Swan Meadow do not, but it is close to Morrisons (see 4.10 above) and a children's play area near the Park Road entrance would serve the town centre. The town centre seems short of play areas close to the shops; one parent can stay with the children while the other does the shopping.

4.15 *Stringing Together Public Realm – Gabb Square*: This section includes an outline proposal for Gabb Square which is seen in the context of the potential improvement of Lewis's Lane (where development opportunities may arise), the future use of the Carnegie Library building and the design of the redevelopment of the 'Richards site' (where we are aware of public suggestions that it should

include a small courtyard space). The proposal illustrates just one way of designing the Square. The area between the cinema and Baker Street certainly needs re-landscaping, probably as a restful area away from the shopping streets, but, attractive as it could be, the full shared space scheme does not seem to add much value to the centre's trading potential and deserves a lower priority.

4.16 *A Town for All*: When the plan was in preparation it was evident that the disabled, particularly the visually impaired, saw an opportunity to put right a number of obstacles to their movement around the centre. All new public realm projects should reach a satisfactory standard, but the proposed access audit and the works to remedy existing deficiencies should be a high priority – they are later listed as a quick win.

An active travel review is also supported, including cycle parking provision. The danger of irresponsible cycling in 'the pedestrianised area' is a frequent complaint (as are calls for more 'cycleways' in the town). Cycling in High Street and Nevill Street is already an offence (despite the latter being part of the National Cycle Network) but little enforced; responsible cycling in the eastern end of Frogmore Street, a 'shared space', is legal. These inconsistences need to be resolved and lessons from other towns sought, as shared spaces are officially welcomed and common in the UK. At least 'share with care' signs may help and possibly CCTV.

This section could also have proposed a review of the town's bus services. There is no westbound bus stop on A40 between the bus station and Tesco; unused bus stops on Lion Street are a reminder of a proposal that Upper Cross Street and Market Street would be used by small local buses. This possibility should be reconsidered, as should the provision of a local service that links the train station with the town centre and Nevill Hall and/or north Abergavenny.

The provision of a high-quality Changing Places toilet at a point of arrival (Castle Street is suggested, but see 4.8 and 4.9 above) would be appreciated by many visitors but costly in terms of public funds. A high priority may depend on realistic opportunities to secure such funds.

4.17 *Place Management*: This section brings together a number of other suggestions for the final plan. A list of items under '*Property and Vacancy Management*' is disappointingly thin. This may reflect the limited capacity of MCC to engage in this matter, but at least mention might have been made of their efforts to secure the future of 1 High Street and the opportunity for change presented by the loss of 'Richards' buildings on Frogmore Street.

A single sentence headed '*Smart Town*' is similarly disappointing, hardly exciting awareness of possibilities offered by new technologies that could increase the

efficiency of the town centre's operation and visitors' enjoyment of it. Is there a need for a presentation of the benefits and costs of these possibilities?

'*Street Management*' calls for 'a unified suite of street furniture (seats, benches, bins, bollards, information and wayfinding systems, etc) and [to] agree locations for rest and dwell at key stopping points'. While we have called for more seating in the main shopping streets, suitable locations are limited and a unified suite may be setting the bar unnecessarily high. Rationalisation of street furniture, removing clutter, is a more realistic priority.

'*An Eventful Town/Identity*' is in effect a call for all relevant stakeholders to work together to market the town. This is clearly desirable and the Civic Society will play its part, modest though it may be.

4.18 *Quick Wins*: This list of examples is as close as we get to an Action Plan at this stage. Most reflect earlier proposals in the plan. The suggestion of artwork on Bailey Park railings, on a congested trunk road with a quite narrow footway, seems inappropriate. The Civic Society has contributed to the provision of murals in Bailey Park and this is a suitable point to mention the Society's recent efforts to work with others to develop and implement a Public Art Strategy. Our call for this has produced ideas but not yet expertise to take the suggestion forward. The retaining wall in Horsington's Yard, topped by Frogmore Street properties, presents a good opportunity.

The need for a town centre accessibility audit, followed by action on the ground, clearly responds to the needs of the substantial and increasing proportion of the population whose age and disability makes moving around the centre hazardous.

Our members have drawn attention to a number of other potential quick wins and other matters:

- Replace lost trees on Lion Street.
- Repair road damage at the Baker Street/Frogmore Street junction.
- Remedy the potential danger where Market Street meets Lion Street (right turn only for vehicles but westbound cyclists appear to have right of way across shared space).
- Provide direction signs on Park Road to Fairfield car park.
- The need to sustain Abergavenny's 'In Bloom' success (Place Management).
- Review the often-ignored ban on left turns from Prince's Street into Baker Street.
- The need to promote residential accommodation in the centre.

- The potential for a small viewpoint of the Usk Valley and the Blorenge from Castle Street car park.

Conclusion - see Section 2

DC/290425

Abergavenny Transition Town

ABERGAVENNY TOWN CENTRE PLACEMAKING PLAN

RESPONSE TO CONSULTATION ON THE DRAFT PLAN, APRIL 2025

Preface:

As one of the voluntary groups in the town, 'Abergavenny Transition Town' (ATT) along with 'Team Abergavenny', the 'Abergavenny Development Forum' (ADF) and the 'Abergavenny & District Civic Society' (A&DCS) participated with many other stakeholders and public representatives in the substantial public realm improvements to Abergavenny 2016-2020.

The Chair of ATT was invited onto the Steering Group for this Place- Making project. He has tried to keep the ATT membership informed of the various developments in the project, but have suggested that individual members should also submit comments directly to the project team.

We alerted members to your online survey and circulated the draft Placemaking plan shown in the Timothy Oulton outlet, Abergavenny.

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1.0 Observations on process to date:

1.1 Inevitably large parts of this Placemaking Plan exercise have resulted in the collating of a sizeable number of large and small-scale potential physical improvements to the town's fabric, that have been talked about, but not acted on, for quite some time.

So in that sense, the process of building this Place-Making plan up from the suggestions of various groups of its citizens, has met the requirements of the Welsh Government (WG) / Design Commission for Wales's (DCfW's) demands for this sort of collaborative process (in line with WBFG Act thinking).

However what we might also have expected from hiring independent consultants, was some fresh thinking or challenges to those assumed lists. Some provocations to think outside the box. This does not seem really to have occurred.

Transition Town in this submission will suggest what some of these might have been. (See sections 4-6)

1.2 At the moment the draft report as it stands, prioritises its focus (as WG/DCfW assumes in its Place-Making policy briefing) on several

inevitably resource-heavy public-realm improvements, followed then by a long un-prioritised list of smaller improvements.
To be really useful to the town's future, and to ensure we can make some quick-wins, these 'also-ran' improvements need to be examined and prioritised under headings of 'potential funding sources', 'likely costs,' 'who manages them', and most importantly how do they fit into the various strategic visions which are assumed to be a transparent consensus of where various sectors of the town's citizens and visitors agree to move towards.

1.3 At the moment, as the report stands, it is quite difficult to see how the stated summary "*vision*" connects to those major public realm improvement projects.

2.0 Some broader questions

Although Transition Town will offer some detailed observations on those three prioritised public- realm improvement projects, we would like first to ask a series of questions for the report's authors to consider for their final draft.

- 2.1 Does the report's recommendations put too much weight on the experience of the first-time, possibly once-only visitor to the town, being overly concerned that investment in fabric changes to the town should be tilted towards serving that tiny sector of users of the town?
- 2.2 Would it not be more important, for example, to recognise that the low-wage economy which underpins the large hospitality sector of the town requires there to be a considerable increase in low-cost social-rent apartments in the centre of town to serve those workers and where might those be located and how might they be funded?
- 2.3 Does the report take sufficient cognisance of the RLDP's intended eastward expansion of Abergavenny and thus what impacts and demands that might make on various currently inadequate bits of active travel infrastructure, gathered together potentially around the approach to the A40 up Lower Monk Street and across the A40 into Lion Street, and thus the market and the rest of the town?
- 2.4 Despite current intransigence of the Royal Mail and BT to consider openly and publicly the future of their absolutely key town-central buildings and the way they currently deaden the adjacent streetscape, shouldn't we have in place an outline vision of what, through inventive retrofit design, could in the future be a major vibrant addition to the town's economy and housing offer on this site. This would in turn add to improving the

pedestrian movement from the Castle Street car park into town. (Shouldn't this be added to the current proposed project to make improvements to connect those coming from the Castle Street car park into St John's Square in a safer and more pleasant manner?)

- 2.5 Although there is considerable emphasis put on "*an eventful town*," do the prioritised public realm projects really serve that goal? How many of the smaller projects serve that goal? They should be prioritised.
- 2.6 Are we really maximising the usage and potential quality improvements to the Fairfield car park and its connection across the A40 to the heart of the town and to Bailey Park? Should we not be adding a further public changing place / toilet and cycle park facility (as proposed for the Castle Street car park) on the site of the former pensioners meeting place, as a substantial replacement to the inadequate public toilets on White Horse Lane?
- 2.7 Is too much visitor heritage improvement in the report focussed around the Gunter mansion project and its connections to St Marys, taking attention away from the changes that might really be required to bind the Castle, its museum and the former roman fort site on the edge of the distinct Castle Street plateau, into a more inclusively circular tour of the town's historic past? (The surface improvements for active travel up from Castle meadow to the Castle could be part of that improved historical circuit from Gunter Mansions to the Castle.)
- 2.8 There is little sign of increasing substantially the opportunities for increasing biodiversity in the town (one small example could be reinstituting the vandalised avenue of blossom-giving trees along Lion Street). There is no response to the potential of sheltering by tree-cover from increasing future heat-waves or improved surface drainage designed to cope adequately with future rain-storm management. What happened to the rainwater butts project to service the existing street planters? (The recent Morgan Sindell King Henry VIII new school project claims to have added 2000 trees to the town as a community contribution. Where are these located in the town?)

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3.0 Additional Public realm additions: how much benefit?

3.1 Although not subjected to researched evidence, the succession of public realm improvements to Abergavenny Town centre 2016 – 2020 have, in a lot of people's experience, accounted for making living in, working in and

visiting Abergavenny a really pleasurable experience in its vibrant streets. This seems to have also maintained a relatively successful and stable retailing and hospitality- led economy with many other service-sector work fitting comfortably around that, and benefitting from it.

3.2 It is unclear whether the three new public realm projects proposed will serve those same objectives so successfully. Two of the three are potentially and reasonably driven mainly by the desire to create safer pedestrian movement for those on foot and with mobility issues, but Transition Towns concerns is whether in two of the three projects (Upper cross Street / Angel corner, and Castle Street car park connection to St John's Square) there is an over reliance on changes to material surface patterns and levels to solve what are far more complex spatial challenges, that have troubled the town's citizens for decades. They may require more radical thinking to solve them successfully. (see paras 4.0,5.0).

3.3 The third project, the Gabbs Square / Lewis Lane is a 'nice-to-have' but until the longer-term use of the former Carnegie Library is resolved and that it becomes clear how the massive former Richard's site will be reconfigured in use and spatially, and who might be the new owners of the cinema facility fronting that square, then maybe this should not be a leading priority.

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4.0Detailed reflections on the three public realm projects

4.1 Pedestrian and mobility user movements between Castle Street car park and St John's Square:

4.1.1 Any new design proposals for this area should not compromise a potential embracing of different uses and new routes across the current (closed-off) site of the Post Office and BT building and to the Castle Street arrival point by cars parking. (recladding the post office we would suggest is merely wasteful tinkering). The van exit from the Post Office marks the point near the south-east gate of the Roman Fort of Gobannium. This major opening was designed in the Post Office/ BT building in cognisance of that fact. It could become in the future another major pedestrian entrance route into the town linking directly across the current Post office van yard to Flannel Street. This consideration might require a re-positioning of the new changing place/ mobility scooter hire-point and bike park facility, that are planned for this area of the Castle Street car park in this Placemaking plan.

4.1.2 Tackling the speeding and volume of vehicles travelling east and west along Castle Street and Tudor Street, we would suggest, will require more radical rethinking than is proposed.
Has closing Lower Castle Street off the A40 to vehicles been considered (with only special permitted access for businesses and residents living off Lower castle Street) with its impact on traffic movement in the rest of the town, pushing those vehicles choosing to come into town from the east on the A40 up Lower Cross street, to go to the Fairfield or Morrison's car park for parking in town with electronic signage of car park spaces available in each location?

If this is not viable, should not two pavement build-outs on Castle Street with single lane priority, be installed, to slow traffic considerably, forcing both the Castle Street east and west approaches by vehicles to this important pedestrian crossing area, to be slowed considerably.

4.1.3 Could a more radical solution be to connect up the lower Byefield Lane Car park with a new road connection up the slope to the Castle Street car park, thus closing the current entrances and exits to the Castle Street car park, and thus have no vehicles looking for parking places occupying any of Castle Street, (except for allowing drop-off access to the church halls, funeral service and ballet/architects office and access to Angel Hotel car park). This would also allow Lower Castle Street to be closed to vehicles (except for delivery to Bakery and Angel Hotel side entrance, plus vehicular access to houses on Lower Castle Street). Lower Castle Street would be used primarily then by pedestrians, and cyclists?

4.1.4 Could we avoid calling any new servicing point in the Castle Street car park a "Hub" as we already have an Abergavenny 'Hub' in the Town Hall building with all its variety of services.

4.2 Active travel route improvements up from Castle Meadows via car park opposite Tudorgate surgery, crossing Tudor Street towards St John's square.

4.2.1 How the active travel route safely navigates the approach and arrival point at the current small car park opposite the Tudorgate Surgery really needs far more detailed exploration than simply a diagonal piece of road surface differentiation across Castle Street. How can pedestrians, those on mobility scooters, the blind and hard of hearing and increased numbers of cyclists, safely navigate the collision with this small car park at the top of a

quite steep gradient single narrow path to the Byefield Lane car park? This may require more radical detailed re-thinking.

4.2.2 There maybe should be exploration of a new separated, more gradual gradient path connecting the active travel route coming up from the Meadows, past the gates of Linda Vista, up a new path between the trees, up more directly to Tudor Street… possibly for cyclists use only?

4.2.3 Could this small car park opposite Tudorgate surgery be replaced entirely by more parking places being created between the trees, located on the southern side of Tudor Street opposite the surgery. This would then make this connection from St Johns Square to the Byefield lane car park safer and more pleasant for all other non-vehicle parking users, because there would be no clash with parking cars?

5.0 Angel Hotel corner: Lower Castle Street: Monk Street Junction

While it has often been thought that Lower Cross Street and Monk Street needed to be de-trunked and articulated lorries (particularly) be refused use of the Monmouth road entrance to the town, the option of going instead down the A465 bye-pass and then across Llanfoist bridge up to the Brecon Rd can never be a solution due to the narrowness of the Llanfoist bridge. (Surveys need doing on which company's HGV's going to what destination are using the A40 through town and why).

5.1.2 Building a completely new bye-pass across the Usk from the Brecon Road to the A465 is also a dream that is, it seems, never going to occur.

5.1.3 So do we have to face it that we cannot leave the pedestrian corner at *The George* as it is, even as part of a raised table and shared surface? Do we have to consider a more radical restructuring of that corner, that includes a restructuring of the architecture of The George at that corner, by cutting into the building, making a glazed inverted corner to the building at that point, offering a much more generous pavement space at ground level at that corner. Yes, it is a listed building, and there might be howls of objection, but how else to safeguard pedestrians at that crucial point?

5.1.4 Of course maybe with a comprehensive scheme to improve Beili Priory and the access from there to the rear (but main entrance) to Gunter Mansions, and better signalling and visibility of that route from the bus station car park, this might lead to less pedestrians wanting to come up to that dangerous corner at the George.

5.1.5 While serious rumble strips might be needed to slow vehicles turning up Lower Castle Street off Lower Cross Street, those rumble strips will conflict with those on the shared surface using mobility scooters, wheelchairs etc. So how are vehicles to be slowed? One solution might be traffic lights at this junction, with only one direction of vehicles at a time making that right angle turn at the George, thus narrowing the road element of that space. (Temporary lights were once installed at this junction when Lower castle street was closed for weeks due to maintenance of the Angel – it seemed to work and made the pedestrian experience at this junction far safer. It might also prevent articulated lorries and coaches bashing into the Angel Bakery glass frontages or taking off the lead corner flashing of the George!). But also note more radical solution para.4.1.3
5.1.6 Wont the new raised table at this major junction still require diagonal marking across whole surface to indicate the do-not-enter-junction-box unless one can see a clear route out of it? Will this patterning override the new surfaces and make it visibly read as a vehicle space?

5.1.7 There was no indication in the project drawing of the 10.00am – 4.00pm closing gate on Upper Cross street. Is that still part of the street management intentions or might we get rising bollards controllable from hopper buses coming up Upper Cross Street from the Station and bus station into town?

6.0Upper Cross Street to Market Street

6.1.1Hopefully the principle of the zone of space in Upper Cross Street currently defined by the row of temporary (covid-inspired) hospitality shelters, each related to the various street-fronting businesses on the left going down Upper Cross Street, and also the zone of linear space in the current road occupied by for example Luigi's exterior tables and chairs, will be retained for their continuing appropriation, for extending their hospitality offer. There needs to be some robust but thoughtfully designed new street-kit of parts to allow the erection of some level of shelter from inclement weather (heat and rain) to be offered.

6.1.2 If there is still some car-parking intended in Upper Cross street, then possibly the scheme would need a far more robust bollarding system (as Paris has in cast-iron or solid steel) to protect any street furniture than what we have currently around St Johns Square.

7.0 Final observations

The report should at least, in an appendix, list all the numbers and dates of meetings of the Steering Group and Stakeholder groups and the dates of the walk-about-town with other named representatives of community groups, and the engagement with King Henry pupils. Ideally names of members of both the Steering Group and the Stakeholder Groups should be included.

The authors of the report need to look carefully at whether they use the phrases “we considered/ planned/ designed and “Our” design and plans etc and consider instead whether it is better in the light of it being a collaborative shared process, that this personalisation is replaced by a more neutral way of describing the process.

[redacted] 29.04.2025
Chair ATT

Abergavenny Placemaking Plan: a brief response on behalf of Abergavenny Cycle Group

4 May 2025

Abergavenny Cycle Group brings together local people who are doing active travel on a daily basis. We represent a diverse cross-section of people with different needs and capabilities: from cargo bike mums to older cyclists with reduced mobility to daily commuters to leisure riders and parents of children who want the freedom to get around by bike. We stand ready to help the town council and the county council further develop the placemaking plan as it relates to Active Travel and to advise on the most cost-effective 'quick wins'.

The placemaking plan contains many excellent ideas for improving the town with a particular focus on the public realm in the town centre and creating a positive impression on visitors to the town.

In the consultation document there are a number of references to improving the pedestrian experience in certain locations and certain routes. There is little or no mention of how the experience of people using bicycles can be improved, other than an acknowledgement that the A40 is a problem. As one example, there is a reference made to "Bailey Park to Town Centre" as in need of improvement as a pedestrian thoroughfare. This is also a potential cycling thoroughfare, as indicated on the council's Integrated Network Map (Route A22A).

There is a mention of a proposal to "Undertake a walking, cycling and horse-riding assessment and review" and this is welcomed but more detail is needed on how this review would be different from the existing Integrated Network survey work undertaken through the Active Travel (Wales) Act. There is plenty of survey work that has identified the problems and the barriers to active travel, what is now needed is action to tackle them.

At present the two main problems for cycling in the town are road danger - both the reality and the perception - and the challenges of one-way streets, shared spaces and pedestrianised areas that unwittingly create barriers to making safe and convenient journeys by bike.

Road Danger

Cars are larger and more numerous than at any time in the town's history. Traffic congestion is becoming a serious problem in several locations at certain times of day. Paradoxically, chronic congestion makes cycling a faster and more convenient way to get around town, however the sheer weight of traffic on the roads puts off many people from using a bicycle. This is particularly the case for routes that require riding on the A40, as the consultation document points out, but also applies to other busy roads such as Hereford Road and the A4143.

Providing safe, and pleasant routes for cycling in the town requires alternatives to using the town's arterial roads. The Lion Street cycle
example of infrastructure designed to provide an alte
are other examples where more could be done (e.g. m
contraflow signage at the Frogmore Street end of Bak

One way that the placemaking process could enhance the experience for cycling, at very little cost, would be better signage on the increasing number of streets where motor traffic has been replaced by 'shared space' for the benefit of pedestrians, cyclists, and users of wheelchair and mobility scooters.

Cross Street, Market Street, Frogmore Street have all recently received this treatment, either all day or between 10am and 4pm. However, there is insufficient signage to indicate that these are shared spaces. The result is that some pedestrians believe people should not be cycling, and there have been regrettable cases of verbal abuse of cyclists. Installing some simple signage at the time that these traffic orders were made would have helped to avoid this conflict. It's not too late to make up for this omission, and would be a very inexpensive quick win.

For many years High Street and Nevill Street have been closed to cycles despite the fact that both streets are relatively wide and open to cars for residential access and to lorries making deliveries. Adding to the confusion, National Cycle Route 42 runs down Nevill Street and there is signage indicating this. As things stand people do go ahead cycle on these streets as there are no suitable alternatives for certain routes. The situation would be improved if access were legitimised. As ever, the byword should be 'share with care'.

Requiring people on bikes to dismount and walk for a significant portions of short journeys around town is not an acceptable solution.

Other issues

There are many small physical tweaks that would measurably improve the experience of people getting around town by bike (whether local residents or visitors). The gate at the foot of Cross Street (by the Angel Hotel) requires cyclists coming up the street to mount the kerb and ride (or walk) on the pavement. Removable bollards would be a better solution.

The consultation document mentions cycle parking. There has been an increase in provision of cycle stands in the town centre in the past few years and this is welcome. There are some key destinations where stands are yet to be provided (e.g. in the grounds of the Castle) but the provision of cycle parking is less of a concern than the problems described above relating to road danger and cycling in shared spaces.

The Welsh Government has just committed £6m to a new Active Travel crossing of the Usk between Abergavenny and Llanfoist. For this investment to fulfil its potential, the routes into the town centre for both cycling and walking need to be safe, direct, pleasant, and easy to follow. This will require some detailed planning but the potential benefits are significant in terms of increasing mobility, reducing congestion and driving sustainable economic activity.

[redacted] (Chair, Abergavenny Cycle Group)

From: [redacted]
Sent: 03 May 2025 21:01
To: MCC - Regeneration <MCCRegeneration@monmouthshire.gov.uk>
Subject: Abergavenny Placemaking Plan Consultation - May 2025

Dear MCC Planners,

We are established Abergavenny residents. We walk into town (about 12-15 minutes) at least once a week, to shop and to use other facilities like library, post office and/or hospitality providers. We think highly of Abergavenny and are delighted to call it home.

We welcome the opportunity to contribute to the Abergavenny 'Placemaking Plan' consultation being carried out by Monmouthshire County Council. We support the overall approach taken by Abergavenny Civic Society, and in particular their call to work towards a final plan which has greater focus on manageable works and tasks, and correspondingly less on expensive 'public realm' projects. The overall objective should be to celebrate Abergavenny for its history, its tradition and its vibrant and pedestrian-oriented market town centre, while upgrading the struggling Cross Street/Bus Station end of town, also improving town centre access from Fairfield, Castle Street and Byfield car parks.

In particular, we are in favour of:

- Improving the town entrance route from the Bus Station car park, to include safe/covered cycle storage at this end of town.
- Repurposing the old Post Office Building for toilets, cycle storage and Shopmobility, rather than an expensive new building on the far side of Castle Street.
- Avoiding over-use of new way-finding signs, instead providing a few good pedestrian guide map signs and good public seating in pedestrian areas. Allow easy public movement (pedestrians, pushchairs, mobility scooters etc.) and avoid cluttering with too many planters etc. Good examples are at the 'Angel' corner and at the top of Cross Street at the Market Street turn.
- Slowing traffic on Tudor Street – a Zebra crossing at St. John's Square would probably be sufficient.
- Encouraging housing provision in the town centre e.g. including housing as part of the Richards site regeneration in Frogmore Street.
- Providing good public toilets towards the western end of town e.g. on the Whitehorse Lane site, to include safe, covered cycle storage.
- Encouraging the provision of commercial units which are small and well-maintained.

However, we are against:

- Spending on a Beili Lane upgrade – as a pedestrian way into town, this bypasses the Cross Street shops which need all the help they can get, and emerges onto Monk Street (the main A40) at a point with narrow pavements and unsafe, difficult crossing to reach the main shopping streets.
- Expensive new-builds like a proposed new 'Hub' building on Castle Street
- Expanses of new paving where existing provision is fit for purpose and avoids cluttering – an example would be Cross Street from the Angel hotel up to High Street.

- An expensive upgrade of Gabb Square, when improved Seating provision with modest, low maintenance planting would suffice and improve town access via Lewis's Lane.

Footnotes:

- Any aim 'to transform the A40 through the town from a road to a street' must redirect A40 trunk traffic around the town, from the Hardwick roundabout to Llanfoist and onto the A4143 link road. It is hard to see this happening without major improvement to Llanfoist Bridge, unpalatable though this may be.
- This re-routing of through traffic would allow a much clearer focus on visiting the town rather than just passing through, enhancing the impact of its many fine shops, facilities and other offerings for visitors and residents alike.

Thank you for the opportunity to provide our input and our views. We believe that much can be achieved at a manageable cost. The A40 question is fundamental and clearly requires support and cooperation from Welsh Government and maybe, UK Government too. We look forward to keeping up to date with progress on Plan finalisation and implementation as it progresses, via contact with both elected representatives and MCC staff. We wish you success – may the town and the county continue to be the delightful places we know and love!

Your sincerely,

7. Appendix B: All survey open text feedback

Copied verbatim

Gateways

gateways into the town from all routes do look unloved and very tired. Its does not get anyone excited of what is to come when visiting our beautiful town.

It would make the town look welcoming as you come from the Monmouth Road

Changes should keep the town's architecture and rural nature at the forefront. Trees and planting should be liberally used to soften hard landscaping

Some form of transport from the station apart from taxis is desirable

The A40 running through town makes the entrances difficult , busy and dangerous

Just keep the weeds down and the plants watered otherwise don't waste more money on the entrances

Road around Abergavenny are so bad they should not be called roads

Consideration needs to be made to local residents who need to travel around or through the centre to reach their homes or travel beyond the town. Local residents should not be disadvantaged in favour of attracting more visitors

Make sure there is disabled access that actually meets people's needs

I don't believe sacrificing parking along the proposed Sustrans route to Llanfoist is progress at all

The main issues are walking from the train station into town (along a busy road), traffic flow through the town on the A40 and access to the Linda Vista and Castle Street carparks

It is unfortunate that the approaches via both Monmouth & Brecon Road do not show the best side of town.

Must retain old world charm whilst maintaining adequate visitor facilities.

Enhancing pavements so that safe crossing places are demarcated with tactile paving (modern tactile paving can be sustainable, Smart town adapted, quick to install and replaceable cheaply. Move the tactile paving/crossing places back from junctions to allow motorists time to see pedestrians. Application of raised kerbs in places would allow blind and partially sighted residents to safely navigate across roads. Where curved paving junctions have tactile paving and dropped kerbs there is no 'touch' guidance to line up square to cross safely. Quick fix/quick win/relatively inexpensive.

"Work in town centres is 'redevelopment', not 'regeneration' and the two should not be confused. Villages also need regeneration, especially if they have suffered loss of employment focus. Not just physical infrastructure but also 'social regeneration' is also essential and takes time.

Very much agree with enhancing paths, but please don't forget cycleways.

"All the proposals will make Abergavenny an even better place to live and visit.

Exciting times ahead if proposals can go ahead."

Until there is a bus service in to the town centre, the town remains in the dark ages. Also need to attract new business and shops to the town centre, there's too many charity shops and not enough retail premises, a fast food outlet may attract more people along with other food retailers and a supermarket to compete with Waitrose and Morrison might be advantageous

We need a pedestrian crossing near the roundabout at Llanfoist Bridge. It would also have been better to build a new modern bridge next to the Llanfoist bridge (where the railway bridge used to be) for road transport and then use the old bridge only for walkers and encompass it within the meadows and therefore making it a historical asset to this town.

"I agree with better signage and the need for improving the existing pavements. Landscaping is ok if done in the correct way.

Not with the use of public artwork(it might increase graffiti).

Remove the huts on cross street they are an eyesore

Definitely should welcome visitors and guide them properly to the facilities they need.

It seems so obvious and has been discussed for years so perhapsnothing has been done because its more expensive in time and money than we realise (and so not a priority in these penny pinching times).

"Clearer road markings and signs much needed. Especially around Aldi area where there is a mix of vehicles, buses, motorbikes, cars and heavy loaded lorry's.

Also clearer marking needed by the Angel hotel/bakery on the corner. This is a dangerous crossing for pedestrians as they try and cross on the corner building up towards the town market."

Listen to everybody's views

Better traffic control and crossings at Tudor Road/ Merthyr Road junction, more safe space for pedestrians on the Brecon Road corner.

Would be good to Pedestrianise as much as possible. And force permit parking for central locations to ensure only local residents have assess to street parking.

Many people walk from the railway station towards town via the Mill St industrial estate. This needs more trees. There were many trees here in the past but they have been felled. If they were replaced this would be a huge improvement.

Urgent need for footbridge across river into town from Llanfoist. I walk this daily and it is an accident waiting to happen.

For me abergavenny feels disjointed and lacks spark. It desperately needs connection. It could be a much more vibrant place but alas I just don't know if there's enough interest and enough wealth here to show enough support and interest in creating a more vibrant town. It just feels a little dull and I need more vibrancy... connection.. creativity and a Green approach. A example of where Abergavenny went wrong was the awful tacky Christmas decorations that were bought

in. Invest in tasteful decorations and real trees bought to life by local children making decorations with artists and makers. Make Abergavenny joyous. The main issue is people just don’t have the money whether it’s as a shopper or a business owner. There are too many empty shops and failing businesses due to high rents. I have to shop elsewhere for gifts and clothing. Places like Bristol Frome Leominster Hereford. We need to allow independent businesses to thrive

It's good that there's proactive work to continually improve Abergavenny

Definitely agree- have noticed how challenging pavements can be since navigating with a pram. There are some bits of pavement which are impossible/dangerous as you head past the Londis down towards Bailey Park. It must be so difficult for wheelchair users. This is much more important for residents than visitors so probably doesn’t get much attention, but the needs of residents should probably be prioritised. Enough attention on cars! Make it harder to get around by car to disincentivise!

Need to improve flow of traffic and take large vehicles away for town centre

More trees, more signage that indicates entering into Abergavenny, more green, more mobile arts monuments

Wasting money on a vanity project.

"Some intrusive illuminated store signage has been appearing

Old llanfoist bridge would be best closed to vehicular traffic as in Monmouth. A new flyover entry on the line of the old rail bridge would serve better.

The idea of a meadows footbridge is a risky idea on a flood plain"

Sort out the small things before spending money on pointless day dreams

Walking from Brecon Road to town requires crossing of Pen Y Pound. You cannot see what is coming around the corner. Traffic lights on Pen Y Pound are needed.

Get the footbridge across the river in as soon as possible

"Safe pedestrian access

Presenting a pedestrian ""quick wins"" powerpoint to show areas of tactile crossing improvements."

"At present Tudor Street shared space is very dangerous and needs to be clearly signed and demarcated.

actually building the proposed footbridge over the Usk wouldbe a good place to start.

Following construction of Llanfoist active travel bridge remove footways on Llanfoist Bridge allowing A40 through town centre to be de trunked. This will allow existing A40 route to be redesigned to reallocate road space to pedestrians and cyclists.

As well as pavements the plan should also include cycle lanes that are an intelligenty-designed and fully integral part of a town-wide cycle network.

It would be good to also provide a zebra crossing (just the floor markings no need for traffic lights as the sound will be disturbing for neighbours) on Monmouth Road to allow people to safely cross at the level of the Meadows entrance. People with dogs, elderly or myself with my kid have a difficult time crossing. A strong signage that the speed is 20mph would also be very helpful as many ignore the speed entering into town making the roads very unsafe and polluted.

the routes in are clear , there is already plenty of signage, pavements are fine - I'm not sure what the enhancements seek to add

The area at Frogmore Street and Abergavenny Baptist has evolved the way it is with all that metal barriers. Those barriers by there and also by Fairfield Car Park are forever being covered with advertising banners which actually don't enhance the town and prevent you seeing through the barriers to what's behind including traffic. The banners also left so long they become tatty. Stopping all these I think would be good.

"Appreciate there are many gateways into the town, but there is a missed opportunity at the Railway Station 'forecourt' to give a positive sense of arrival, 'welcome' and provide some useful, basic information (taxi numbers, where is the town centre?) through wayfinding and providing a pleasant 'dwell space'. The first bus stop - station road/A40 junction - is a major hopping off point for people going to Brecon. No mention of the bridge/active travel proposals at thei end or Bridge pub end across the Meadows.

'Landscaping' is to be encouraged, investment in decent, properly planted trees would make a massive impact, contribute to carbon capture and provide shade as climate change ensues. Underground services notwithstanding."

Need safer walking route from Llanfoist. Bridge isn't safe for buggies or mobility scooters

It needs to be clear, on access points and where areas are pedestrianised and not for motor vehicles.

Some details please

Community and commissioned art works

"Any public artwork should be more thought through, pertinent to the town, and more refined than the splodge images on the murals in Bailey Park.

A fundamental to any work on town centre roads should be to make pedestrianisation mean true pedestrianisation. Stop cyclists riding through these existing sections. The present allowing of this is dangerous and off-putting to visitors and local people. Signs to enforce this are needed."

Crossing over the Llanfoist bridge with its narrow pavement only on one side and trying to cross the road from castle meadows to access route past cemetery to Llanfoist garden centre is very difficult esp. with children and a dog.

Focus should be on bringing people into the town and ensuring no empty shopping units

Better signage to Abergavenny museum and castle, Linda vista gardens and castle meadows. The road along Tudor street, past Linda vista gardens needs to be improved!

There needs to be one or more pedestrian crossing(s) on Brecon Road. Crossing the A40 on your way into town is horrible and dangerous

Please not just more plants but good clean roads and signs, make the road look tidy and not so scruffy

All fine but not a priority for me

These should prioritise pedestrian and green travel routes as opposed to cars, and should address the now inappropriate trunk road that directs haulage through the town centre. Unsure that public artwork ultimately resolves fundamental issues with access and aesthetics

"Llanfoist bridge is very narrow and not safe for pedestrians

Footbridge is needed between castle meadows and Llanfoist as the old bridge is unsafe for use by pedestrians

We don’t want “signage pollution” that is so common in other cities. Equally care needs to be taken with sculptures - we need greenery not plastic signs or sculptures that will corrode and decay over time

Information signs of how many carparks there are and their capacity and when they are closed.

Llanfoist bridge especially needs enhanced pavements

We need safer pedestrian crossings, with level access and dropped curbs. Pedestrians should be able to cross all streets in one go, not be forced to wait on islands in the middle of roads.

Because I know the town so well it is hard to judge whether or not the gateways need enhancing more than some other improvements. When funds are so limited I would favour improved signage to places like The Melville Centre, Linda vista gardens & Plas Gunter ahead of expensive road surface improvements.

The anti motorist lobby at work. There is little public transport from outlying villages so the need to drive is essential. These villages support the town as much as the residents.

The Vision and goals have too much emphasis or seem to be heavily biased towards improving the experience of the first-time or once-only visitor. They are a very minor sector of the users of the town.

We definitely need the new foot and cycle bridge over the Usk, but not the plans for changing Castle Meadows

See ATT comments

I don't know what several of the proposed objectives mean, and the focus on gateways is too much for the benefit of visitors rather than residents. Better to focus on community and quality of experience for those who live here.

Sort out the potholes

Filling pot holes in, improving the roads coming in and out of Abergavenny

Unless the A40 Trunck Road and the access over the bridge are changed, the ability to modify is minimul

Please consider the walk from Fairfield car park along white horse lane. It's an awful first impression,and many visitors use that carpark.

Pedestrianise the whole of town!

Invite more welsh companies to trade in are town we have been took over by barbershops cafes and charity shops i don't even recognise town anymore it's like living in a foreign country every other shop is cash only just not a town i won't to shop in we all feel very let down with the council that for doing this to are beautiful town.

Be bold & add character.

Hardwick roundabout is treacherous!!!!!!!!!! Many junctions create bottle necks and opposite Tesco is the worst...

Zebra crossing on Monmouth road to access castle meadows from fosterville crescent.

No block paving for roads. They don't last and become unsightly when they break up. Expensive landscaping that is not maintained is a waste of money.

Yes, abergavenny needs clearer gateways into Abergavenny. Also need to remove unessesary street furniture, and engage with opportunities to highlight abergavenny's historic townscape. An opportunity to use colour to enhance the townscape which can also create new landmarks. Such as rainbow Road in Reykjavik, Iceland. Improved planting and soft landscaping schemes will enhance the townscape and help boost biodiversity-such as pollinator corridors.

Ensure that it is not at the detriment of those travelling into town by car - many locals live in rural areas and have no option other than drive into town - if too much priority is given to cyclists and pedestrians then that would deter those that drive into town (who are in the majority) and would be detrimental to the town in the longer term

Area needs to be more inviting- suggest creating a plaza on the site of the recent fire

Make street unvversally accessible + plant trees

Abergavenny is a medieval market town not a 21st century city and is losing its appeal due to modernisation and with this it's losing its history

Definitely need the Llanfoist bridge for increased safety and renovation of the path on/around the meadows so better disabled and pram access.

Yes. Please finish spending the active travel budget on Abergavenny and bring some active travel intervention to Chepstow. There is no active travel network here, minimal specific provisions for people on foot or on bikes. What do we have to do to get some attention for citizens down here?

It is not necessary - the roads work, the paths work.The money needs to be spent on the young people - your stats show that Abergavenny has an aging population. Work needs to be made to encourage young people to stay here.

Safer more accessible cycling routes / lanes needed

Encourage MCC to install pedestrian/cycle bridge across Usk between castle meadows and llanfoist. Planned but delayed - vital to improve links into town.

Parts of Monmouth Road are very dangerous, narrow pavements, overgrown hedges, speeds limit broken, HGVs

Reduce traffic through centre

Road surfaces, better signage essential

Is is clear that the town prioritises the car. The entrances are dominated by car infrastructure and the — somewhat-- peaceful town centre is a island surrounded by busy roads that prioritises cars over pedestrians. The entrance from the parking at Bailey park should be made into. ashared space similar to the Market st/ Lion St junction.

I find the current gateways fine. I'm much more influenced by the practicalities once you're in town.

Agree with above but don't spoil the character of an old market town

Money better spent on other things.

Very welcome, and a fundamental necessity to enhance our beautiful town, and future proof its attraction to a broader audience

Plant the roundabouts with nice bright flower beds not a load of weeds

They are only going to work if there is an alternative route for buses/other long vehicles to get from one side of town to the other

I believe frogmore street is okay the way it is as it is the perfect place to get a taxi. Other areas in Abergavenny need attention for example all the pot holes.

Llanfoist access walking and cycling into town is desperately needed

The proposals are not in plain English. Therefore I'm not exactly sure what the plans are and what you aasking of me.

It's very hard for disabled people or people with mobility problems who depend on their car to park near shops, especially pedestrianised areas.

Building a pedestrian bridge over river at Llanfoist should be no 1 priority for safety and ease of access to town.

Agreed - but not ahead of the greater priorities of improving pedestrian and cyclist convenience and safety, and then maintaining / improving the quality / material of the road surface. A local community who spend public funds on superficial treatments ahead of fundamentals risks being considered frivolous and out-of-touch.

No

Really need to take care not to materially obstruct traffic flows at key times

Build in SUDS and potentially community growing

N/A

Signs updating

"The cross hatching is unusable at angel corner and there’s no indication of vehicular right of way either onto monk or castle!

I can’t quite believe that the opportunity has been lost to have the bus stop near Tesco to be off street! Visibility out of that road onto the corner will be as bad as ever when the new plants grow..."

Shop signage does detract from the town. Tesco metro is an example. The taxis and signage is out of keeping with the historic location. Many small retailers make much best judgements with their taxis and signage. Can shop signage be controlled more closely

No public artwork. Improve pavement surfaces.

I think more work should be focused between Aldi and the Angel. The buildings look run down and out of touch with the town centre. The same goes for Brecon Road near gateway cycles.

A pedestrian only bridge linking Llanfoist to Abergavenny is desperately needed.

"You make me laugh when you say improving the gateway to Abergavenny, the first thing you see is a Mc Donald's and a Costa Coffee drive through. You have already successfully ruined what should be a tranquil old style Market town which is what people used to come to visit. The town now boasts a Morrisons Supermarket slap bang in the middle which you cant park at to actually shop at because everyone parks there to go for coffee in the town.

Not sure you can fix what you have already broken starting to look like every other town in the UK "

Pedestrians and cyclists need better protection at Llanfoist Bridge/Tudor Street.

It’s already been ruined by Monmouth council so making it better is a joke. Let’s face it the gateway to wales is marked with a mc Donald

Town centre is disability friendly but pavements leading to town centre are not, pavements and curbs are very poor

Whilst all these gateways can be improved, they are not holding back the town from thriving or detracting to the extent that they are harming the town centre

All excellent proposals

Llanfoist bridge needs serious reconsideration. The pavement must tendon to give people child and maintain. Access during floods.

Spend the money on repairing the road surfaces which are awful and forget all of this plan - the town is fine, sort the obvious issues

The route from the station and driving into town past the Bus Station needs improving by making it prettier.

"get the pedestrian bridge from Llanfoist built ASAP

better signage on A40 when entering town from Crickhowell direction"

Being disabled the amount of cars that are parked on the path or front of drop kerbs is a right problem

I think it should be a priority to fix any rod coming into Abergavenny that has potholes everywhere. Not one road coming into Abergavenny is free from them, and it should be fixed.

You should consult with a qualified access consultant preferably from the National Register of Access Consultant sto make sure everything is correct from design to finish

Pedestrianise the whole town. Creating a loop road around. No big lorries permitted. Use the heads of the valley road. Should not be allowed to use the road from Abergavenny to Brecon at all.

The roads surrounding the town centre are an embarrassment to people visiting and the locals due to the potholes. The road on the way to park in Linda vista gardens is awful. However the road by esso has recently been sorted, this needs to be done for the whole town.

Inappropriate use of Council resource.

None

It is very hard to cycle into Abergavenny town centre from the west / Brecon road side as you hit lots of one way streets, a cycle lane up frogmore street into town would help this

"These proposals are anti motorists which this council already is.These enhanced spaces for pedestrians previously have been given over to cafe/restaurant businesses that now dominate pedestrianised areas that impede people with mobility issues & poor I sight.

If people used pedestrian crossings already there they would not have problems crossing Hereford road into town.Road planning is a joke in Abergavenny you only have to look at the traffic management by Fairfield car park/morrisons,the cycle path in lion street running contra to traffic & is hardly ever used by cyclists as it goes no where."

Roads need to flow better. New bus stop for example stops flow of traffic. Improved layout of roundabouts needed. Ie better lane signage at hardwick roundabout. More housing for local young people.

ensure that all pedestrian surfaces are non-slip

Proving it all fit with the character of the town

Repairing the terrible road surfaces would be a good place to start plus enforcing parking regulations.

For a rural area, you shouldn’t make access by cars too difficult as most people travel into town using a car.

I would rather better walking and cycle routes into the town.

"The condition of the roads is very poor around Abergavenny, for cars and cyclists. Pavements and pedestrian areas can also be a bit of a minefield in places with uneven surfaces, broken slabs/paving/tarmac.

The shared spaces by St John's Square sound like a good idea but cars still assume priority, so could be looked at to give pedestrians priority and slow traffic.

Parking in some of the streets into town can cause chaos. Blue badge holders sometimes park in unsuitable places.

Road markings have faded in a lot of places.

What happened to the proposed new pathways through castle meadows and the bridge over the river, to save people having to walk on the very narrow pavement over the Llanfoist bridge?

It's a long walk from the train station to town and back, which makes it unsuitable for many people. There needs to be a bus / shuttle of some sort. "

What connections have been made with SWTRA to actually get them to buy into these proposals

Focus should be on pedestrian safety and street improvement at key junctions. E.g. Angel Corner and Cenotaph area, including Pen y Pound. This street has far too high a volume of traffic and no functioning speed reduction measures - and has Melville Centre and primary school along it. It is also a main route for pedestrians both walking into the town centre and up into the hills. Tree planting and landscaping/benches only required elsewhere along A40 and on any areas of council owned land, e.g. Lower Monk St verge. Replacement of street trees planted on earlier improvement works, e.g., Lion Street, that have failed is a first priority. Paving of streets elsewhere as gateways unnecessary and costly and inappropriate for Abergavenny. Tudor Street is fine, signage adequate, no need for an app as people use google maps if they need to.

No

I have never had any issues with the main routes in.

I WOULD LIKE TO SEE LESS HEAVY LORRIES USING LLANFOIST BRIDGE A WEIGHT RESTRICTION WOULD HELP

Tudor Street is a dead end so loads of vehicles are trying to turn round near the PO square or Plas Elyrch elderly flats. Often loads of double yellow parking outside the Drs as well. Suggest utilising the top Tudor St/Linda Vista carpark thus: remove all parking bays, put in disabled parking only along one edge using the other edge for a turning facility, ie vehicles enter at current entrance point off Tudor St and exit onto Tudor St going towards Merthyr Rd via a new exit at the end where the ticket machine is.

Where the A40 passes through the centre of Abergavenny, pedestrians and cyclists need to be given clear priority over vehicular traffic.

There has been significant investment in the fabric of the town centre over a number of years which has improved the experience for visitors and residents such as pedestrianisation and upgrading of walkways etc and the brewery yard. However there is a distinct lack of ongoing maintenance of this infrastructure and access through these areas and the town centre in general is problematic during inclement weather.

Abergavenny is a beautiful town, it doesn't need extra artwork it has its own natural artwork with the mountains. Spend the money on better facilities for the people of Abergavenny for all ages. It has always been crying out for teenager activities.

"More signage on what Abergavenny has to offer.

Something like a touch screen interactive town map down the bus station and maybe by the kings arms.

You could search local businesses, for example if you were looking for a coffee shop you could select a tile called food and drink and find one you like once selected a map would pop up showing the direction to walk in."

Quite underwhelmed with the vision tbh. Improved signage is ok but more radical redesign is needed. Is the pedestrian bridge from llanfoist to castle meadow still happening? The old bridge is a death trap waiting to happen for pedestrians/wheelchair users/cyclists.

"Llanfoist Bridge is not safe for pedestrians but until the new pedestrian bridge is built there is no other option. Even then access to the cemetry and a useful walking route on the Cambrian Way or to the canal is not easy due to the level of traffic. Against that the width of the bridge means that generally traffic is not moving too quickly. I cycle over the bridge occasionally and I do not feel it is unsafe as vehicles will not overtake but once you are on either side of the bridge the position changes particularly on either roundabout and due to the bad road condition.

In relation to Monmouth Road the pavements are quite narrow. For me it is probably the the quickest pedestrian access to the railway station and when it is dark probably the safest depsite the width of the pavement."

Putting a hideous out of character footbridge in a flood plain is ridiculous and a waste of money.

Foot / cycle bridge from Llanfoist is definitely needed! The current road bridge is often not pleasant for pedestrians when heavy lorries are crossing. Should perhaps consider a weight limit for vehicles on the Llanfoist bridge?

Slow traffic on A40, in 6 months there were two vehicle incidentsclose to my home where vehicles mounted pavements. also noise pollution due to noisy types of traffic that drives too fast on this road

improvement of air quality on routes into town should be key priority. Dangerous levels of particularates along A40 and A465. Reduction in speed limit to 20 has helped but traffic needs slowing up more to hel pedestrians get across road

This is need of repair from previous enhancement road has sunk causing all loose paving

I am concerned that any plastic to improve cycle access could be the detriment of pedestrians. Pavements which areallocatedas"saredspaces" or bikes and pedestrians can econe dangerous for pedestrians. Sadly, not all cyclists ride with care at a reasonable speed. What is going to e the policy with regard to electric bikes? Please consider cycle lanes rather than shared spaces.

Improvements to traffic circulation and on-street parking in all these areas would make a big difference to the look and feel of these "gateways".

I do not believe that Tudor street/ Monmouth road or Brecon road need improving - but Llanfoist bridge is too narrow and extremely dangerous for anyone who wants to walk in or out of town from the llanfoist area.

A coherent landscaping plan is certainly needed with a lot more straightforward signage for visitors. As a business owner on Monk St opposite St Marys Church I give directions daily to visitors as the way into town or the market isn't obvious.

On the arrival Waitrose roundabout I'd like to see paedestrian safety as a higher priority ie improved crossings

Sinage and safe walkways and cycle ways are key

Don't over complicate them, leave detail for signs in the town itself.

the roads themselves need improvement

"The long-proposed pedestrian and cycle bridge across the River Usk needs to be built!

The access road to the main car park below Tudor St needs to be accompanied by a safe pedestrian path (linking the Tudor St/Baker St junction to the entrance to Linda Vista Gardens)"

I would stress importance of a) bus shuttle to station b) pedestrian cycle bridge at Llanfoist

I would like more to be done to the entrance to Monmouth rd I feel the large gate house is in poor condition. I also think swan meadows is forgotten about and needs a better park and area for families. I live 5 minutes from swan meadows and have to take my grandkids in car to a decent park and play area . Also the building on end of market street dangerous and an eyesore

"The author is an experienced regeneration officer who has been involved in some of the most successful regeneration schemes of the past few years. Most of these proposals are a complete waste of money.

Unlike Monmouth, where the councils previous schemes have created economic havoc and wreaked the local economy, Abergavenny is currently extremity prosperous and resisting the downward spiral of most towns. Consequently any changes need to be very light touch . "

Better mainstream shops!! Less charity / barbers

Doesn't need to be fixed - this will completely change Abergavenny which is fine as it is. Do not fix something that ain't broken.

"Anything that prolongs a journey across town further I will object too. Town is hard enough and frustrating enough to travel around, made more so with 20mph limits. Traffic lights are out of sequence and getting across them at times can take 20 minutes. Whilst I agree with some proposals, I do not agree with such proposals regarding the cycle paths and changes to castle meadows.

Whilst I agree with some modernisation, the history and character of the town must also be preserved. "

We need to ensure that we do not strip the town's identity and lose its charm and original features

A new bus stop was installed on the A40 near Tescos a couple of years ago. At the same time the long-established bus stop on the other side of the A40, just after Pen-y-Pound, was removed. In other words, the changes were great for people wanting to get on the bus but to the detriment of those who want to get off it! At present the nearest bus stop to the town centre for passengers coming from the west or south is Chapel Road, by the former Y Cantref pub. It is a long walk to Frogmore Street from this stop and requires crossing awkward junctions like Merthyr Road or Pen-y-Pound and pavements are often narrow and in poor repair. Bus passengers are still confused by this change (the non-existent Tesco stop is still listed on timetables and on-board information displays). I feel this needs addressing

The only change needed is to make Llanfoist bridge safer to cross. The gateways are fine as they are.

Public transport improvement would open up the town. Buses stop very early, too early to enjoy an evening meal in the town or to attend theatre,

"The footpath along Monmouth Road is in a shocking state with trip hazards. The road surface on many of the side streets needs urgent improvement. The footpath from the station to the town centre do not give a good impression to visitors.

Should put pressure on highways to improve footpaths here and fix all of the potholes on the A40. Cycling on the a40 is treacherous."

We agree a mix of all of these features will help to improve and enhance the main routes and gateways.

Proposals need to be much more radical and innovative. Proposals presented seem superficial

Make sure the art is truly local and grassroots. Consider holding a town-wide competition, engaging local schools, arts organisations and independent artists rather than going straight to commercial contractors. Signage and landscaping could be included in the competition as well. Fundamentally, involve everyone in the design process.

Bus Station

Would be nice to see tress & plants & make it easier for disabled to get into town

Signage

Could make it more attractive for visitors

Don’t waste the money on this the bus station looks fine and there are two pedestrian crossings supporting Fairfield car park already

Most visitors from outside Abergavenny arrive at the bus station or the bus station car park At present this is an unpleasant experience. There is little greenery and what is there is poorly maintained The access paths through the carpark are particularly poor especially for older or disabled people using walkers or mobility scooters. There is no way to traverse the bus station area towards the controlled crossing over the A40 in a safe manner without waking on the

tarmac in front of the buses The path next to swanmeadows park does not even sport a ramp to allow mobility aids to mount the pavement

Signage is a quick win here. Improving the walkway from the bus station car park to the centre via belli priory could be massively improved

The pedestrian flow through the Tithe Barn walled area needs looking at. People enter the church apron look left or right, then head to The Angel, presumably because its a landmark, using this to then check if they are in Town

The route past the Tithe Barn and crossing the A40 needs to be improved and better sign posted

Mill Street is a worse eyesore!

Makes everything more inviting for visitors and residents.

Make use of the lane behind the shops and the tithe barn. Plant large trees that can't be snapped and if they do, please replace them.

"There is already flower beds down the bus station. if anything the toilets need improving and the building next to it.

The pathways from the bus station to town centre up Cross Street need updating. Perhaps a better crossing by Lower Castle Street/The Angel .

Between the Fairfield Car Park and the Town Centre we have three pedestrian crossings already why do we need more?"

Bus station and Fairfield carpark are functional but need softening.

When the last improvements to the town centre took place we argued strongly for a strong link from Bailey Park to Market Street via the Morrisons site. Though MCC accepted this plan it stood bye when Morrisons deliberately thwarted it.

"As above clearer signage would be ideal for pedestrians so they do not cross on the sharp corner by the angel bakery. Too many junctions/cars parked on the road and blind spots for cars and pedestrians.

Greenery and benches by the bus station would be ideal.

Also to add to this a development of swan meadow park would be good as it has the foundations to be a great green space. However hardly any benches in the park for picnic spots and neither a great play park for children."

It will just get damaged by youths & drunken idiots

Native, local species of plants please. Shady places to sit.

Certanly agree. Its a bit open. Could do with the car park hiding behind greenery.

As long as it's easy to maintain

Didn’t read anything about Swan Meadows… this is such a sad little park and it could be amazing. It’s a huge space and that park hasn’t changed since I was a child. It’s about 35 years old+. There is not nearly enough focus in the plans on young families. I understand the ageing population argument but think plans should consider the longer term (given that such a park hasn’t changed in 35 years, maybe that’s the time horizon to consider?!) Swan meadows could be a much more attractive space for visitors from the bus and train station, and as I said above, residents should come first.

Make it a more clean and pleasant looking area

More seating, water fountains, greenery especially fruit trees or trees, more bee friendly colourful flowers and shrubs

Wasting money again!

Too vague an idea to assess

Waste of money. They will be spoiled very quickly.

The wide pavement opposite St Mary's Church needs planters as does the section from the Angel to the pedestrian lights on the same road.

Morrisons is the best route but dropped kerbs required from Market Street to link with path to Morrisons.

Routes don't need to be just up main shopping streets - links to Tithe Barn

As a totally blind person safe and straightforward access is key to getting into the town. Currently there are issues and barriers crossing roads.

While improved greenery is always a benefit, I cannot see why improved linkages to town centre from bus station area would make a lot of difference. From personal experience, people arriving on day trips at the bus station, head straight to the nearest available cafes and then the market and other places. I doubt this behaviour would changes, wahtever the "linkages"

The kids park next to the bus station also needs improvement. Floods easily and seems to attract litter.

a bus station is a bus station. people go there to catch a bus, why would it be a focal point of the town, it is what it is, people don't go there for greenery, just to get a bus. perhaps a sign from the bus station to town, but people using the bus station usually know where they are going

Be brave and plant substantial, well defined trees, contributing to carbon capture, requiring minmial maintenance if planted correctley (underground utilities notwithstanding) providing shade and structure as the climate changes. There are also opportunites throughout the town not mentioned, to retrofit Sustianble Urban Dranage Systems.

More trees, grass and plants

Tall colourful structures, lights and flags

Especially pertinent to bus station area. Bette signage for pedestrians, especially as Tourist Info no longer there.

There are parks and spaces that are needed to bring people into the town

Greenery and a mural would be great.

not a priority for me

Pedestrian and disability access linkages in and around the town centre need wholesale improvement

A better pedestrian access from lower castle street and monk street that corner is dangerous

Not sure this is an issue people can walk from car park into town without too much difficulty. The bus station is a bit wi d swept and barren could do with some greenery to soften it

More shared spaces for those that need vehicle access and with a trafic free town centre.

The bus station always appears drab and miserable

Dropped curbs needed and level access. Benches needed.

Greenery could mean a few bushes. It requires something much more substantial. The quality of the experience of moving from Fairfield Car park through Whitehorse Lane to Frogmore Street also needs upgrading and improving instead of feeling like back-lands to a shopping centre and the pedestrian lights take far too long to let people cross. What is meant by a 'focal point' to the bus station area. Until one knows what is meant by that it is difficult to comment.

Could do with putting the Tourist Information centre back in the Bus Station. Good spot for most new arrivals and visitors to Abergaveny on foot from the Train Station, or by bus or car to stop and pick up information. Shame it was ever moved.

I support the comments from ATT.

Sounds nice but also low priority

Having more seating required

Benches, information, cleanliness as well as plants etc.

White horse lane toilets!

Money needs spending on road networks not on flowers and better shops and free parking rather than blocking up residents streets a discount for all activities taking place within abergavenny.

The children's playground by the bus station needs an overhaul, it is the saddest playground I've ever seen and there's so many family's who live nearby who would use it if it was improved

Only if greenery is maintained.

Soft landscaping schemes that are hardy and can withstand pollution. Remove superfluous barriers that prevent pedestrian flow as well as impact access for wheelchairs and mobility scooters. Impove quality of street furniture.

Confortable protected seating

As much greenery as possible in the town centre

what will planting a tree achieve? Fairfield car park is right next to the town centre. A sign would help.

Especially the bus station area which is bland and not attractive.

Money should be better spent on road surfaces and signage.

The bus station is now so severely underserved I'm not sure investing in this area provides the best return on investment. forthe number of visitors who use it,

There also needs to be MUCH better linkage to the railway station. It's a MAJOR problem that the station is out of town and there's no bus connection to it. It's a real drag to have to slog out to the station on foot. Also, if you suffer from limited mobility then you will have real difficulty in accessing the town.

"The bus station certainly needs tarting up, its quite an eye sore and quite tatty and not very welcoming.

Linkage to town may be useful.

"

Waste of tax payer money

More buses from surrounding areas

Though parking is okay, it isn’t OAP friendly due to distance and lack of rest areas

I agree that more greenery is needed however the lack of places for teenagers lead to the vandalism of such things so it probably won't last very long.

Yes the more natural look the better

See above comment. The proposals seem to be aspirational and not specific.. So difficult to give an opinion.

Don't block anymore of the town from vehicles, this especially affects locals who want to pop somewhere quickly

Agreed - but not ahead of the greater priorities of improving pedestrian and cyclist convenience and safety, and then maintaining / improving the quality / material of the road surface. A local community who spend public funds on superficial treatments ahead of fundamentals risks being considered frivolous and out-of-touch.

No

More greenery and perhaps a mural to celebrate the towns heritage would be great.

"Again more greenery, SUDS to capture run off and stronger links to green routes along existing rivers

Look at Green Flag principles and safe access for women and girls too"

N/A

Better sign for hgv drivers

There is perfectly good access from the bus station and car park if you know the way. Put up a sign and improve the surface of the footpath.

Greenery should include things like apple trees to celebrate local apple heritage and other edible planting to make healthy choices more visible.

Problem is you should have put Morrison because that’s where everyone parks

Greenery would improve but these are not ugly spaces that need to be hidden away. There's no guarantee the greenery will be properly managed and will not enhance the town in the long term

Very sound proposal

Would be lovely, just concerned about such things being damaged by mindless vandalism.

Road repairs more imporant

Brilliant idea and needs to be well maintained.

That area is pretty grim with the horrible concrete Fairfield car park and Morrisons and both get infested by undesirables after dark.

More greenery everywhere but also make sure that someone is picking up the litter. These tree pots throughout town are burdened with rubbish like cans and all sorts of rubbish. Why does no one clean them?

The little hall was knocked down at the front of Fairfield carpark and then left to become overgrown. What is the plan for this small parcel of land? Extra carparking?

Inappropriate use of Council resource.

Personally links are fine....

More green the better.

The public toilets need to be reopened on the way from the Fairfield car park to the Main Street

This is a dreary space

A small shuttle bus (mini-bus) service at small cost, linking the train station to the bus station would be helpful, maybe half hourly. Its not funny dragging luggage that distance if you're a stranger.

Introducing greenery would be welcomed. Isn’t really a need for a focal point to the bus stop area as you have the church, town hall and castle walls in the area. You should want to create

interest in the street scene rather than adding another focal point. Fairfield car park is already well linked, it is next to the town centre

More greenery and trees is always good.

On a hot day, sitting in the bus shelters at the bus station is awful. There needs to be proper shaded/protected areas to wait.

No

I think these areas are fine, new landscaped improvements at bus station very good. Aldi should be made to replace trees it planted along road edge that have failed, with trees also at A40 edge of bus station. Signage adequate and route to priory good. Fairfield Car park has more potential for improvement, trees, consideration of reuse of unused buildings along edge. Shorter waiting time for pedestrians at crossing.

No

Why? Money better spent elsewhere.

Biodiversity enhancements would be most welcome.

Abergavenny has some nice green infrastructure on the periphery of the town centre itself such as Bailey Park, Linda Vista Gardens and Castle Meadows. However there is a lack of GI in the town centre itself and no linkages to these key sites. A few street trees at some sites and some planters need to be extended and thought about. Improvements to Swan Meadow would be beneficial as it is currently just amenity grassland and could greatly provide multiple benefits for biodiversity and people if enhanced.

I don't really understand what is meant by a focal point as a bus station inevitably is a a very functional place.

"15 year plan : for Abergavenny to be applauded as a pedestrian and cycle friendly town

Not just eventful but HEALTHFUL

Good food, fresh air, exercise, a friendly and welcoming town...

So working towards making the streets feel safer -

Crossing the road at the Angel Bakery feels like you're dicing with death

Walking down Market Street feels uncomfortable - not sure why

I avoid walking past the Hen and Chicks / Wetherspoons when the drinkers are out... "

Especially agree with greening up these areas which are mostly concrete and bleak

There is no clear route for pedestrians at the bus station and car park. Approaching the bus station from spot, Mary's involves walking through the upper car park with no pavement.

The traffic on the A40 is the biggest problem but not presently one with a solution. De trunking of this road and better signage to increase use of the A465 and direct traffic away from the town centre might help.

The bus station has already been improved with a new layout and bus stops. Swan meadows is a stones throw away for greenery and the town centre is a 5 minute walk away! People have the option to walk directly in to town or past the priory!

Improve Gabbs square

Make much safer the crossing of Market Street and Lion Street"

Worried about cost of maintaining and risk of vandalism

Sadly they'll need to be 'protected' such as behind wired fences etc so vandals don't ruin them

Cherry trees for the spring blooms - lots of them.

Tic needs obvious signage from here

Better quality shops

Waste of money.

There are few taxis in Abergavenny currently and bus services are infrequent and stop early. Hopeless for tourists and residents alike.

"Can motorbikes or coaches or lorries have a separate parking area? Parking appears to be contentious.

Issues especially in and around train station with residents etc,

Is there any land available in the vicinity for Park and Ride?

Large coaches parked during some events.

Adequate access for emergency vehicles to station."

Could never understand why the TIC was moved from the position near the bus station. It is an ideal location for visitors.

Further consideration should be given to improve links between the railway station and bus station. The linkage between Fairfield Car Park and the rest of town needs to be far more accessible for those in mobility scooters, with bikes, or pushing wheelchairs and buggies.

Needs to be much more pedestrian friendly

The walk from the bus station to town hall has lovely buildings but empty shops take aways closed by day and some garish shop fronts detract from this. The development of Plas Gunter a good start.

Both need to be thoroughly redesigned. Proposals need to go further than simply adding signage and planting. The bus station and adjoining car park need to be rethought, as they could become a main route into town, up past the priory.

Tudor Street

the Royal Mail building is an absolute eyesore. It is awful that visitors having to look at this first thing when walking up to the town center. The example picture of how it could look looks fantastic. Very inviting and wanting to go further to explore the town.

Would be nice not to see a big empty building plus more toilets would be excellent

Careful consideration of design of new buildings for this or any other space is necessary. Any design should be truly sympathetic to existing landscape and architecture and not be modern design for the sake of it. The town does not need any more monstrosities like the Morrisons building (nothing against the supermarket, but the building is a travesty)

Not clear how you will slow down traffic and still keep car parks

Changing Places toilets would be a great incentive.

The walk from the car park down to Lower Castle Street isn't great. Pavements are narrow meaning disabled, elderly and young families struggle to walk up and down. This should be improved.

Just try to get the post office building facia improved the rest is fine

There needs to be a realistic review of the hub and its facilities. Will all the proposed facilities be used well enough to justify their cost of implementation & maintenance?

"St John's Square is an asset to the town.

People travel to enjoy the atmosphere and laid back feel. These people are generally older people who have spent money in the town beforehand "

A good idea but less of a priority than other changes

The 1950's planners really did ruin the town!

Tactile paving along Tudor Street (Surgery side) and tactile paving plus pedestrian traffic light installed, by proposed new changing places facility to guide pedestrians across to St John's Square.

These images are bland and lack character. They could be anywhere. Drawn up by a consultant in London and inappropriate. Should use natural stone for surfaces. Compacted materials do not weather and become worn broken.

The illustrations are very misleading, as they do not show any hills!

More people will visit especially better links and all the proposals above.

"I personally think castle street should be left well alone.

St John's square is perfectly fine as it is."

"Add more seating and tables in the square too.

Purchase the old Post Office and but something useful and attractive there."

The only improvements there should be the public toilets and to shopmobility. The links are already suitable why waste public money.

As the only Town Councillor who fought (but lost) the battle to keep all Abergavenny's public toilets open, I am astonished to see your proposals to open another one.The best improvement in this area would be the "Brown & Parnaby scheme proposed at least 30years ago!

Royal mail building its outdated the old post office is an eyesore

The square there has so much potential for more business & private investment. The royal mail building is unsightly and really could do with being moved. Could be good to have specific cycle parking. Really emphasise the towns links to outdoor activities.

convert the old post office building into a selection of small retail units with frontages onto the square

Yes to any pedestrianisation! Incorporate places for children to run and people to gather.

More trees please

Waste of money, no need

What is an improved setting for a building you do not own?

The sorting offices does not belong to MCC

Hopefully to complete redesign/reissue of old post office and BT building - ground floor activity.

"This area needs to be better signed with larger signs making it clear pedestrians have priority.

The proposals do NOT define this are clear enough.The area should be clearly painted another bright colour to emphasise this.

I am glad to see the changing places, new toilets and safe improved bike parking"

improved public toilets should be a priority. The setting for the Royal Mail building is already filled with trees and cafe tables and is well used in fine weather. The only improvement to the "setting" would be to remove the Royal Mail building.

i don't see the benefit of improving links between car parks and the town centre, its easy enough to get from them to the town. some people need public toilets so would benefit from improvements. The royal mail building could be utilised for something but it is a bit separate so offices might be the way forward. the royal mail building is just there, the outside seating and trees obscure it.

WIth coordinated quality materials, that respond to Abergavenny context and minimal street clutter. I would have sade the pavement from Aldi to the Ahgel needs to be upgraded before this area in terms of priorities.

Dead void area currently. Public toiilets needed badly also

Royal mail building is not well maintained and sad it's the first thing you see of our lovely town. Especially when kings arms / trading post have worked so hard in st Johns square

Improve St John's Square - exclude traffic except evening deliveries. No Blue Badge parking.

Use the royal mail building as a community creative space/venue

This would impact the visitors to the town. I agree that the public toilets need to be upgraded.

Absolutely, it’s so important to improve accessibility for all. Public toilets currently are outdated.

that visual is horrible!

I agree with improving facilities and improving accessibility but I am very much against the proposed aesthetic. This looks generic and out of keeping with the traditional market town. Instead of covering the old Royal Mail building with wood panelling providing local artists the opportunity to paint murals across the existing building would bring greater character and be more in keeping with the tradition of the town.

Care needs to be taken not to destroy the character of the town with too many bollards and traffic features. Also grassed areas need to be careful as you get u cared for areas at Tesco bus station on Brecon road - always looks untidy with earth thrown onto pavements - just need to clean streets with jet washing - never done now

Bigger noticeable shared space signage.

I have no idea what the royal mail building is used for now. Shopmobility is great if you know the town, but not particularly visible for visitors.

Dropped curbs and level access needed.

Medium priority

Requires alot more detailed design thought to make it really work for all users. Feels to much like a focus on surface treatments rather a through investigation of the challenges.

Need to make St John's Square look welcoming. In the summer when everybody is sitting outside the pub and cafe, it feels almost continental

The Royal Mail building is depressing at the moment but simple and much less expensive/disruptive changes could revive the square. Eg a nice mural and a pop up shop, or using the space in the old post office for the provision proposed above (toilets etc). Don't waste money on cobblestones and paving!

Definitely need more toilets

Changing places facilities are essential. Around this area it is like a bollard city - all parking around the outside of the town makes it difficult for people like me who find walking very difficult. Build benches into plans

I agree with improvements but providing they are in keeping with the aesthetic of a small market town with hopes for an independent character and spirit, rather than the very generic gentrification look of exposed wood and metal paneling as seen in many "flat packed improvements" in other town centres

The side of the Angel hotel needs to be closed to vehicles just a junction blocking traffic flow.

I don’t think that there is much that needs improving.

All public toilets should be modernised and kept clean with access for baby changing.

A crossing from Fairfield car park to the doctors surgery is needed for safety

People with disabled badges park without consideration creating dangerous blind spots

More public seating to add to the benches already here. Best place to sit and have a drink outside in town.

Its fine as it is, just needs maintaining. Loosing car parking by building a 'hub' is a waste and would be expensive. What extra cost and delay when the roman archaeology is found underneath ?

Improve wayfinding between the carparks and key facilities.

Signage

Anything that modernises the town centre, gives it a face lift

This is a good idea.

Royal Mail building is very 1960s, not at all in keeping with the town's architecture.

Old Post Office building blocks the Blorenge view, is totally dated and does not blend in at all. That space would be a wonderful asset to the town.

Reduce traffic

It's already the most pleasant entry. Although the modification does look nice.

"More Public toilets required throughout the town, there are very few; particularly towards Tesco end.

Post office building needs sorting it's an eye sore and ugly.

That square is a lovely area and would be nice to be developed further."

Waste of money

The Post Office building should be demolished. A total eyesore, and not sympathetic to the surrounding historic buildings.

I personally think that it is okay the way it is.

Absolutely and more nicer toilets are needed

Same as above

Royal Mail delivery office / parcels office building is a waste of a great location. It's inconvenient for most users who have to use pay car-parks / buses when wanting to send or collect a parcel. It would be better located to a less central (and likely cheaper for RM) location with a small adjacent free car-park and bus-stop, and the building / space used for a post office together with other retail stores that would add character and choice to the square.

"In all proposals include seating for rest, contemplation and conversation bearing in mind what is needed to ensure it is a welcoming space for women and girls

https://cdn.prod.website-files.com/6398afa2ae5518732f04f791/646342387a36a25062656b03_Safer%20Parks%20Executive%20Summary%20Final%20-%20Web.pdf"

N/A

Need a crossing from shopmobiliy to the royal mail building.

The Royal Mail building design in a generally Georgian square is ugly and detracts from the town. Can it he camouflaged better?

"Public toilets definitely improve.

Don't spend my money on the Royal Mail building.

Oh dear you really are destroying Abergavenny if that's the artist impression above, seriously you have it so wrong

"There is a lack of greenery and shade from trees throughout the whole high street - this would

Make it a much nicer and safer place!

Also not enough places to sit in the main high street drag "

Difficult to tell from image exactly where this is.

Make cycling clear, safe and visible.

Do something to mask the concrete brutality of the post office building

Another very sound proposal

Clean public toilets would be great. Don’t forget to make the baby changing accessible by pram.

Castle St can be a rat run and traffic is too fast. Consider restricting through traffic during the day.

Aslong as you stop increasing the prices of tickets. Perhaps put focus into the free car park also that has flooding.

Disabled toilets are poor

Potholes need sorting desperately

Will the residential property really want the public toilets immediately infront of their house? Is there a potentially better location within the post office building, if it can accommodate it, it's cleanliness may be better monitored if it's not a stand alone building.

We need a bigger post office

I'm confused about 'New Hub Building'. Where is it and what is it for? I couldn't make the consultation so am only going on the slides. The artists impression looks very nice, but it also looks like car parking spaces are being removed for it in Castle Street?

Neither agree nor disagree with this 'tinkering'.

"Use existing facilities...put toilets back in lower tow

n.

Abergavenny need keep what historic buildings left"

This are has a lot of potential

There are a general lack of public toilets in town due to many of them being closed.

This square was recently improved only to be handed over to pubs & restaurants for outdoor seating & in summer time becomes a nightmare for pedestrians trying to get into town with the footpaths congested, people with mobility & sight issues find this an issue bearing in mind this is by a gp surgery & people have to negotiate this area by the kings pub to get prescriptions etc.

So long as it is in keeping somewhat with the aesthetics of abergavenny.

as long as it is sympathetic to the area - no "white shoe box" like Morrisons please

This building is a total eyesore and very little use to business. The new PO is a disaster. Sorting office must stay though.

The current street scene works and is pedestrian friendly. In this area you will be changing things for the sake of it rather than making it a better lived experience.

Less cars and more space for perestrains and cyclists.

"Having worked for Royal Mail, the Abergavenny delivery office is no longer fit for purpose as far as the business goes. It is too small to manage how much the business has expanded over the years, both with mail and vans and there are health and safety concerns. I dread to think what would happen if there was a fire in the building as it is so crammed with equipment and people. While that is obviously a Royal Mail issue, not an MCC issue, it would definitely support reasons for moving it to another place (there was talk of amalgamating with Usk at a new site in Raglan but that’s unlikely to happen).

Its also an incredibly ugly building.

I mentioned previously about the shared space and how it should be pedestrians taking priority over cars. Cars often speed down there or park in inappropriate places, causing blind spots. "

"Surely a cheaper option for the post office would be to preserve its heritage and reglaze and sandblast the concrete elements

The cladding in the mock ups feels like it could be anywhere in Britain and I think it will date more quickly than making a statement of the brutalist existing building

Think if we had allowed the market hall to be pulled down in the 1960s"

Total waste of money. Charming as is, particularly the tiled information on the Roman fort. Little traffic. Post office building needs long term reuse not facelift. The idea of a providing a hoist for disabled users in public toilet is ludicrous. Likewise showers/changing areas for cyclists. They

can use the toilets. If everything is repaved, key improvements like St Johns Square cease to be markers of special places.

No

MORE TREES/GREENERY WOULD HELP SOFTEN THE HARD LANDSCAPING.

"The previous improvements to the Square have been undermined by the profusion of picnic tables and other public house/cafe clutter.

The Royal Mail building has always been horrible so anything would be an improvement.

What is happening with the Royal Mail building? It’s ugly and a complete waste of space. That whole area could be redeveloped if pressure that could be put on them to either use it or lose it, but I do think that Allowing the main town post office to be in rymans is ridiculous and incredibly inconvenient for most people, particularly disabled people - I don’t think improved signage or an extra tree is going to help there!

Make free parking easier accessible not just having to do a massive hill

I agree that there needs to be an imprved setting for the Royal Mail building. I don't understand the question about improved links between the two car parks mentioned as they are relatively close. If anything there should be an aim to reduce the amount of traffic on Castle Street to enhance the open space around Neville Street.

I don't see the need to block pave an existing road, maybe put a new surface on the road to continue the obvious use for motor vehicles etc. If it looks like a pedestrian area people will naturally use it as such thus creating a potential accident hazard for road users?

Could the Royal Mail building house some high-street clothes shops suitable for teenagers to middle aged people.

The current 'shared space' is completely ignored by drivers - this access needs to be more pedestrian-friendly. The limited access to Nevill St is also frequently ignored making the square less attractive than it could be.

Royal mail building is an atrocity demolish it

I work at royal mail i can't see them doing anything to this building

"I think the ideas all sound really good. However, as above, I am concerned that there will not be clearly designated areas for pedestrians. While many pedestrians will cope well, not everyone will. People with disabilities and those who are elderly and frail often feel verynthreatened by shared spaces.

I am visually impaired and a pedestrian. In places where bikes have started to ride on pavements (including with permission) it has become extremely difficult for people such as myself to move around safely. I would urge you to invite vulnerable people to give input during

the scheme. I would be happy to be part of such input. There are quite a lot of visually impaired people who live in Abergavenny because it feels safe for them. Please don't make the town less safe. For example, removing curbs can make crossing roads more dangerous for blind people as they may wander, by accident, into traffic. Guide dogs cannot cope in spaces designated as shared by pedestrians and cars and bike."

The Royal Mail building really needs a bulldozer but I don't suppose there's much chance of that!

"I agree that the public toilets need to be improved.

With regard to the Royal Mail building it depends what the plans are? It’s not clear what is intended for the building!

The area opposite the Royal Mail building has already had investment with benches and trees! "

Make sure improvements incorporate the needs of blind people

Toilets for sure

It will need monitoring as the shared space is badly abused at present by pavement parking and speeding vehicles.

Would need to see the plans to fully understand what's being proposed

Public toilets definitely need attention

The proposed scheme is far too over engineered and would be a complete waste of money. The current layout works well. The disruptions caused by the works would far outweigh any eventual benefits of the scheme to the town overall.

agree but not if it looks like the image above. we need to keep the traditional building feel of an old market town and retain independent shops

This looks awful - absolutely terrible design which takes away the historic look of Abergavenny!

This design is not in keeping with the identity of the town and whilst I agree that it does need improving we need to be sympathetic in our approach

Definitely improving the public toilets. Don't see the point in linking car parks. Setting fine as it is.

Could not agree more, especially "changing places" provision.

The Royal Mail building needs improvement. It could be an ideal location for a delivery/parcel collection/drop off centre as it close to a car park. You could include a 5/10 min pull in area for cars.

Further attention should be given to improving the safety of the junction of the A40 and Castle Street, considering taking traffic away from entering at Lower Castle Street completely. Safely facilitating the deliveries that come into town throughout the day, whilst being mindful of the increase in pedestrian and wheeled use via active travel, will need careful consideration when planning out this space.

The entrance to the castle street car park needs to be brought to its west end so castle street traffic flow can be reduced.

The toilets are very off-putting. With so few public toilets it does not give a good impression. The empty Post Office building needs development. St Johns Square tables etc has already enhanced the area.

"The post office building has the potential to be a real asset to the town. The goods entrance and courtyard could be opened through to flannel street, and the ground floor could house restaurants and cafes that open out onto the courtyard. The telephone exchange could become housing, and the upper stories on the corner could become a library/museum/music venue. Let's be ambitious.

Castle street and it's carpark need to be re-thought. The space has so much potential for development. It could be a park, a row of mixed-use buildings, a viewpoint for the meadows and Blorenge. Even as a car park it could be better, with solar panels shading parking spaces and powering electric vehicle charging points, alongside planting for enhanced biodiversity (think Miyawaki micro-forests, rain gardens, mini wildflower meadows)."

Bailey Park

it needs "real" trees and a lot of them not just "painted on the wall of Morrisons" ones

That would be excellent

Waste of money already good enough

Traffic flow needs to improved, not slowed down by more lights/crossings

The current crossings are not lined up with the path past Morrisons or the park gates tempting people to cross in the wrong place

Simplify the traffic light system to one crossing point aligned with the town centre.

The pedestrian route does not follow a desire line across from Bailey Park to Morrisons. Would SWTRA allow the traffic lights to be repositioned on the A40? Similarly, at Lion Street there is no clear route to Market Street (*especially if a resident is blind/partially sighted/on a mobility scooter/ adult with buggy & small children. The Lion Street surface is indistinguishable from a path.

Not signage, perhaps a crossing point.

I agree, but please don't overwhelm the railings, park settings with signage. It needs to be there, but discreetly.

Since implementing 4 sets of traffic lights on this short main stretch of road, it is often at a standstill during peak times. Traffic flow definitely needs to be considered if adding further crossings.

I have seen many people struggling to cross roads etc.

We need a by pass or less traffic lights

I think it’s fine as it is.

We definitely need a pedestrian crossing directly outside the park gates, over to Morrisons, as that is where most people from the park etc cross the road.

There are already crossings there. The signage does need improving

Bailey park is already accessible quite well.

Better signage, yes, but existing traffic light crossing perfectly usable even for mobility scooters/wheelchairs

The building of the supermarket has created a traffic nightmare for motorists and pedestrians alike. What was your proposed solution, if any?

The path is too narrow here for people with wheelchairs or pushchairs to wait to cross the road. Ie the path is blocked until they are able to cross meaning pedestrians wanting to walk by will end up meandering onto the road to get by.

Sometimes the lights don't work or cars just carry on when it switches to red

Cover the last 3m of the stream that is next to the traffic lights. This would make it easier to get from the car park to the Bailey park entrance and enhance this area.

No oversignage it's not a very large area

Very strongly agree. Have encountered a fair few random lost visitors trying to get to the town centre, who have followed the road around from the train station. The path to the right hand side of Morrisons is nice, allowing you to avoid uglier bits and sending you right into the pretty bit with bean and bread.

Should have kept the early plans when the cattle market was developed with the layout etc

No need

There seems to be plenty of controlled crossing already.

Too many signs and lights already.

We live top of Bailey Park and always go straight across Park Gates from Morrisons

This area is already slow due to 2 crossings close together and the poor timing of the Morrisons lights.

As well as pavements the plan should also include dedicated cycle lanes that are an intelligently-designed and fully integral part of a town-wide cycle network.

there are perfectly good crossings there at the moment - they work well. three sets of pedestrian crossing seem to be sufficient for the area.

There ww

I think this link already exists

The dogs on leads policy should be enforced as signed. At present many who ignore this create danger to others . Money for more signs and publicity to drive public consciousness that this behaviur (owners) is unacceptable.

At the moment pedestrians are forced to detour to cross - the crossing g should be where people naturally want to cross, ie straight to the park gates from the side of Morrisons.

I cross here every day and never have a problem

better crossings - for pedestrians and people cycling

This is a busy dangerous crossing again not in favour of too much street signage and fixtures and furniture less is more. Improvement can't be about more sinage as that's not necessary and a waste of money.

More pedestrian barriers, to stop pedestrians crossing the A40 by Morrisons in stead of using the dedicated crossings.

The current area is hideous and dangerous for pedestrians and cyclists. Dropped curbs and level access needed.

Just one pedestrian crossing. Limited signage on the park railings

It is already in place. The crossing from Bailey park was always in the wrong place but as it is is fine.

Hust sort out the movement patters so that they are clearer. The railings in your photos are a left over from movement patterns before Morrisons arrived. What is really requires, as was submitted to the planning application on Morrisons, is a direct axial major pedestrian and cyclists connection from the bottom of Market Street through direct to Bailey Park. Morrisons skewered that alignment by making the path deliver people to their front door. Unfortunately also we were we left with the curious snaking path, (which was meant to go to the new library- never built) this just created a confusing set of movement patterns in this area. It's a mess.

In general roads need to be easier to cross for pedestrians. Including a bit further up at the petrol station, and at the junction of Lower Monk St and Monk St.

marginal

The bus stop at the side of Tesco is a nightmare who ever thought of putting it on a already busy road and blocking traffic needs there heads looking at.

Traffic is already too slow here. I've had to shop out of town because of it in the past. This is very safe for pedestrians. Enhance it for mobility issues if anything.

Yes better use of the green spaces in between bailey par, Morrisons and Town centre.

Safety crossing

should have been done when Morrisons was built

There are plenty of places to cross the road safely - what is need is a refresh on the green cross code for the public.

Crossing between Bailey Park and town is not pedestrian friendly. Signage to Park facilities needed.

Pedestrians have to wait too long to cross. They should come first!

Same as above: Is is clear that the town prioritises the car. The entrances are dominated by car infrastructure and the — somewhat-- peaceful town centre is a island surrounded by busy roads that prioritises cars over pedestrians. The entrance from the parking at Bailey park should be made into. ashared space similar to the Market st/ Lion St junction.

"Would this cause more traffic congestion in an already busy area.

This traffic lights/entrance to Morrisons area had virtually cut the town in half for us = we don't go to bus station side of town from Brecon road if we can help it."

No changes needed

Yes it’s a busy place to cross by there

Same as above

Need intelligent traffic light to ensure traffic can get in and out of Morrisons.. traffic often can’t get out because traffic on main road is stopped with pedestrian lights or lights at Hereford road.

Agreed - but the key issue is that 1 of the 2 crossings should be relocated to be immediately opposite Bailey park entrance. I'd estimate that >75% of pedestrians wishing to cross from Morrisons to Bailey Park currently ignore the pedestrian crossing as it's poorly located. It's only a matter of time before a pedestrian get's hit while dodging 3 lines of traffic crossing from Morrisons to Bailey Park. The other pedestrian crossing location is fine.

This area isn’t a priority as you can easily access Bailey park from the town centre with the traffic light system in place.

"See comments above.

Secure cycle parking"

No

Potentially another attack on car drivers.

Not sure this is vital but would help.

Yes these are a right pain needs a redesign

Already gridlocked and causes issues with people suddenly deciding to either turn into Morrisons or not.

If it's a choice between spending on improvements to actual provision in the park or the way it all looks, focus on provision and facilities first please

Fine as it is

A park warden needs to be reintroduced. Dog walkers let their dogs off despite signage everywhere. The park toilets need improving, it's a complete inconvenience for people with children visiting the park.

Any chance of knocking down the hideous monstrosity that is Morrisons? ;)

Inappropriate use of Council resource.

Since morrisons this area is problematic

I think there are too many crossings in that stretch that causes a lot of congestion on busy days.

This needs a total redesign with too many pedestrian crossings in a short distance & then making the road by Argos 2 way adding more traffic into a busy set of junctions.

Already traffic lights on the road where people can cross. However decision making should have a stronger lean towards people living nearer by who may need it.

Signage on the Hereford Road from Mardy

The stretch of road is not straightforward. The bus shelter at Tesco should have a pull in - it hinders traffic.

Nightmare to cross anywhere to get to the park

The current layout works for all and keeps traffic flowing. The current balance works.

There must be better and more connected active travel routes without the dangerous car-favouring breaks

Commented on above re crossing. No additional crossing needed. Street trees along Morrisons side and Fairfield car park would enhance A 40.

No

Crossing the A40 at this point is complicated involving additional wait times at other entrances, Fairfield Carpark and Morrisons, it needs simplification for pedestrians.

Underwhelmed. I don’t think you need this amount of discussion if some extra signage and a crossing could be implemented to improve safety.How about considering if there’s any areas that the A40 could be diverted/improved to lessen its impact on the town centre.

I can't comment on the signage because you have not explained what sort of signage you are suggesting. I don't agree with a courtesy crossing - if there is a need to give pedestrian a crossing then it should be a crossing where pedestrians are gvien legal priority.

That photo sums up how horrid the crossing area is!

The traffic light situation at this location clogs the whole town centre on a regular basis, better timings between all junctions with traffic lights need to be investigated.

It looks bad enough already!

Yes however the traffic near this point is dreadful

Manage traffic to keep it slowso that active travel has greater priority

Stop people randomly crossing this road and use the pedestrian crossing

The traffic lights by Morrisons across to Bailey Park are very difficult to negotiate. As a person who is visually impaired, I avoid crossing the road there because it feels dangerous.

Unless something is done about the amount of traffice these proposals may well lead to greater build up of traffic and thus increased air pollution.

There are ample crossings in place.

The Bailey park traffic light pedestrian crossings at Morrisons and by Robert price building merchants should be more favourable to paedestrians. Some for the Tesco one . I advise the planners to go and use these a few times and see if the prolonged wait encourages you to walk

Very difficult for mobility scooters, buggies and bikes.

The pedestrian crossing lights seem efficient

There are already crossings in place and no need to waste more money on more crossings that will further slow down the movement of traffic through the town

The current arrangement works perfectly fine and does not require any further improvement of any type.

It is extremely clear where the crossings are for all who are using them coming from town/ Morrisons as well as the park.

Do we need further crossings as there are already 3 sets of traffic lights enabling pedestrians to cross safely

They're are traffic light crossings which are sufficient

Modifying existing crossings would be the best option. More interruption to traffic flow would be unbearable.

Already a lot of crossings here, so adding in another may not help much with the heavy traffic already on this stretch. Improvement to signage and sight lines may be better alternatives.

Signs would be good but already crossings. More woudl cause traffic issues.

"The space needs to be thoroughly re-resigned at an infrastructure level. Signage should not be a priority.

Improving connections between the park, Fairfield carpark and the path towards Bean and Bread would be good, perhaps by extending the corridor of planting over to the other side of the road with a raised mix-use crossing for walking/cycling, connecting to cycle paths from Bailey Park."

Train Station

paths are too narrow. It is very difficult to cross the street coming from castle meadows going to the train station as a pedestrian and vice versa.

That would be a good idea people with prams disabled with motor scooters & people coming of or going to the train if a bus would run to & from town

The existing pavements are no detriment to linking the station to the town centre. The only impediment is the distance which is more than some are willing/able to walk. Money would be better spent on an electric hopper service than digging up pavements

Most definitely other than taxis

Would encourage visitors to get to the town centre more easily

Wider Pavements and cycle lanes needed from station to town centre

At present it is very difficult to walk from the bus station to the railway station pulling a suitcase. The paths are rutted and narrow with very few ramps to allow easy navigation with a suitcase. It is not clear how to get from the station into town as the path goes through private workshop land

A bus service would be a real boost to visitors and also locals who want to travel by train, especially given the difficulty of finding taxis

"Consideration needs to be made to residents using mill Street and aldi

The junctions can already get congested when drivers are turning right. Any improvements should not make this worse "

Improve the signage..

An alternative walking route avoiding the main road would be ideal. Through the park to Mill Street or through Belmont Close

Bus link to station should include from Byfield lane to encourage its use with free parking.

Train station parking needs to be improved as a priority.

Add signage to indicate walking route to Town from Train Station and to Train Station from town. A hoppa style shuttle service would be amazing.

Not needed.

Better walking links definitely (as I am of an age tone self powered), and also provision for cyclists who may well use folding bikes...

However the priority should be increased parking for the station as it’s extremely limited. A secure luggage storage facility could also be considered.

This would be fabulous. The hopp bus is a great idea. It's a much safer way to travel on from the train station to bus statio etc.

I personally think think we need to build a car park on the other side of of the A465 by the railway station, all paths to town are perfectly adequate and so are the crossings.

There are already sufficient links between the train station and town centre all that needs doing is better signage and tidy the paths up.

Connection between bus and train is very poor at present. Even the walking route from the train station into town through the car servicing business isn't ideal. A local bus link connecting with trains would be very good.

We have talked about this for decades. Simply highlighting it is not enough.

More clearer walking route signage.

I lived in Yate where there was a community bus for just £2 it would take you anywhere so no need to jump on different buses

A hoppa bus to and from the train station would be amazing!

Wider pavements along the A40. Hoppa bus would be great, especially for older residents and visitors.

Shame their isn't another more scenic route to the centre that could be promoted.

Give taxi firms more incentive to attend the station especially evening times. Publish taxi phone numbers at exit from station.

Motorbikes speeding along this stretch is dangerous, noisy and unpleasant. Crossings would help with this but any other speed calming measures would be great.

Perhaps better signage to indicate the way to town centre

I greatly welcome a community bus especially if run on green energy

"Hoppa bus is a good addition.

Enlarging pavements seems fraught with hitches."

Yes needed as parking at train station is poor and local buses would help with mobility issues and parking

One crossing is quite sufficient

Do not agree with wider pavements are necessary, nor a Hoppa Bus - too erratic and expensive. Better signage would be good,

Parking for commuters needs to be sorted - I have no suggestions for this - best of luck!

Yes please

"Wider pavements would make the road much slower and dangerous with the large amount of HGV vehicles through the town.

An improvement to the footpath to Holywell Road would keep pedestrians away from the road and a much nicer walk into town

A hopper bus is a huge waste of money ."

The current chaos at the station caused by the building of the footbridge will hopefully be finished soon. It is beyond comprenension that there is no public transport to connect the railway to the bus station (and vice versa of course).

A one way system should be introduced with traffic heading east up station road and exiting through Belmont road. This would require purchase of the Griffiths yard but is a more sustainable solution than a hoppa bus. It would also remove traffic emerging at a blind junction onto Monmouth road. TfW may be in a position to assist.

why? is there a need ?

Lots of people look lost as to how to get from the station into Abergavenny.

Bike Hire / lockers/electric street car hire dock. Proper Taxi information may suffice if a Hoppa Bus is not a financially viable solution.

Too far to easily walk so hoppa bus is a great idea

Vehicles are still exceeding speed limits, footpaths need updating

Shuttle bus from station to town would be useful. Parking is always an issue at the train station

"Long needed.

As is a bus service from Nevill Hall hospital to the Grange then onto the Royal Gwent hospital and vice versa."

Signage for walking/cycling routes between bus station and rail station could be improved. Local hoppa bus station would be brilliant esp. if linked with more car parking on edge of town.

Yes, it can be a dangerous stretch of road for pedestrians. Improvement of pedestrians would be ample.

Please can we have improved cycle access too? At the moment the safest way is via the back streets but there are potholes and poor lighting. It's also not the most direct way, which would be along the A40 into town with a cycle lane

Include more cycle paths on direct road routes between station, through town centre, through meadows and into west side of town

The station itself is good but a hippa bus between the station and bus station car park could help

Bus hopper for elderly but reliability and frequency would be critical - not sure we need more signage With 20mph do we need more crossings?!?

Hoppa bus sounds good. However turning right out of Station Road is very difficult due to the high traffic usage of Monmouth Road.

Buses should be wheelchair accessible and affordable. Raised curbs needed at all stopping points.

pedestrian crossing at bottom of Station road and consider changing location of crossing at bus station. Hopper bus service makes sense

Pavements are fine as they are. A bus link to the station would sensible or better still more parking on the town side at the railways station would be useful

The Monmouth road, because it is heavily trafficed, is a really unpleasant walking experience. Those walking from the station should if possible be strongly directed to the footpath that leaves the station area to the west. That way properly and clearly sign posted also offers a magnificent view over the town from Hollywell Avenue. For cyclists off the train there will hopefully be a traffic lighted crossing at the end of Station road that will lead to a cycling path across the Meadows to the rest of the town and Llanfoist/ Govilon

Lovely idea, but not sure how you are going to widen the pavements on the Monmouth Road. You would have to take away part of the gardens of some residents.

Slowing the traffic down has made a positive difference already.

Walking along Monmouth Road can be unpleasant as a pedestrian. The pavement needs widening for sure or a better off road route to town

signage and benches

walking between the train station and town is dangerous especially at night

Free parking

Bus service dedicated for the train station would be ideal.

Not needed. Plenty of taxis and not far to walk

Make the path connecting Belmont close and station road more greener and accessible. I live near here and it is used as a cut through by the majority of train users walking to town. It often has graffiti and litter and feels unsafe at night.

Its already an arterial trunk road route. Narrower lanes will make it even more of a bottle neck.

Yes to a bus service, but is there is also an opportunity to explore electric bike hire train station to the town centre.

Signage, night lighting

Safer cycle route

Abergavenny is not big enough to warrant a hoppa. Again signage is needed.

Proposal of railings along the edge of pavement on Monmouth Road between Station Road and Belmont Road, where pavement is narrowere and over hung with hedges. Large vehicles drive close to edge.

Local bus would be very useful to link Plas Derwen/Ysbytty Fields areas.

Better lighting at night. Safer pedestrian crossing

New tap and go will bring more visitors and their journey into town needs to be as easy as possible.

A hoppa bus seems extreme and an unnessesary investment when improve the experieince of walking between. thetown and the trainstation would be a much better use of resrouces.

Absolutely! The current situation with the station outside town and with poor parking and no bus connection is a MAJOR weakness for the town.

That's a good idea! especially links to train station.

This is a priority. Given the investment in the railway station, there needs to be a return. A collaborative marketing strategy between Transport for Wales and Mon CC would generate day trippers who spend money.

A hopper bus from train station to town and surrounding areas would be good

Extend it further and connect to the hospital as well

Train station to bus station bus would be good for those limited with walking

No brainer

Railway Station a long walk, too far for old people like me.

There is almost no public transport between out lying villages and the town (my nearest bus stop is 2 miles away)

Rural areas need more buses

Better bus transport from railway station to bus station

We really lack public transport across the town and to local villages. The train provision is excellent . Would we ever consider electric trams?

Not many visitors arrive in Abergavenny by train. I don't know about working commuters.

A hopper bus yes great, but do you actually live locally because why would you need a crossing when walking from the train station to the town ?

Wider pavement better more parking on pavement s

Hoppa bus would be great. Improve pavements. Sign at bottom Belmont Rd to prevent people walking up to access the station and then having to walk all the way down again - often with heavy luggage.

The hopper bus is a lovely idea but you need to talk to the bus companies. A service like this has been looked at before and was unviable and difficult to manage and integrate with other services

Important to connect the railway station with the town

Not needed. Access is fine as it is.

Good idea. Taxis locally are not great service as not available usually.

parking at the train station is terrible and lots of people use the dangerous layby on the A465. There is plenty of railway land next to the station that could be used to increase parking and encourage train use.

Yes this need more resources to it especially for the old and disabled

Definitely should have a bus that can get you there as the station is a nightmare in itself to either park or get too

Don’t forget access to the hospital

Bus station is too far away from main shopping area. Why don’t all buses drop off by Tesco? That’s why you built the bus stop?

Any hoppa bus would need to be wheelchair accessible. It should also run to service all trains throughout the whole day. On Event occasions, it's frequency should be increased eg Match Days in Cardiff, when there are larger numbers travelling.

I wouldn’t use this

Quite like the idea, but has research already been done to establish who is coming in by train, and from where?

Fail to see the importance of a railway station in Abergavenny. Underutilised transport system and meaningless studies into same will never make this transport universally practical.

As long as it doesn’t affect traffic flow

Hoppa bus good idea

There isnt enough parking in train station so I think a local hoops would be a good thing

So once again the only way to widen paths would be to narrow roads, take a look at park crescent where this happened this is now effectively only a single carriageway because of parking & pavements wide enough in places to drive on. Come to the Mardy where you allowed further building & where pavements are barely wide enough for 1 person & where the pavement fronting willow court to Greystones has still not been provided. Pavements & crossings are adequate enough from the train station to town, who’s going to pay for the hoppy bus & is there enough people coming into town by train I doubt it.

All public transport improvements are good.

The A40 pavement needs significant improvements in surface and width - partly narrowed by bulging residential hedges. Some areas are too narrow to pass others.

A hoppa bus service from the town centre to the station would be a big plus. They have a zipper service in Hereford.

Not sure wider pavements will work. Hoppa bus would be great but probably not feasible because of costs. Electric buses would be good too!

Wider pavements will just give more places to park. This town needs parking enforcement.

"We live in Bryn y Gwenin we have no bus service to town, and not even a pavement all the way from town to our village to walk or cycle into town. We are both over 60 and are eligible for bus passes but we cannot even catch a bus to town to enable us to go anywhere else with a bus pass like for example people can in llanellen.. If we we had mobility scooters as we advanced in age then having a pavement would atleast allow access to town if a.bus link to town for us was not an option .

The train station is a 10 minute walk for the town centre and is pedestrian friendly. I walk this route very often and there aren't many concerns. The Joppa bus would be a good idea for older residents or those less able.

Absolutely. As mentioned before it is a long walk, especially in bad weather, along a busy road.

Impossible to widen pavements. Hopppa bus unrealistic unless linked with train arrivals which are unreliable. Even if half hourly, which is unrealistic, most people will walk into town. Could be worth further consideration. Back pedestrian route into town could be signed, through Holywell area/ Lower Monk St.

No

"Improve lighting and visibility on the routes to make it safer for pertains to use. The route from the Station to Holywell area does not feel safe.

I think a bus service would be great between the train station and town, the walk is fine but if you have mobility issues or small children the road is so busy. I don't think making everything pedestrianised is the answer.

See my comments about pavements and access to the train station.

Definitely agree that a better route from the station into town is needed. Also to promote access to town from the station via Castle Meadows

Bus service is needed

The amount of hgv you can't widen the pavement

This would be wonderful! Please try to carry this out.

See comment at 11 regarding traffic circulation.

A local hoppa bus service would be advantageous, but the walk from the train station to town is fine.

A hoppa bus is an excellent idea, train station to town centre is quite a lengthy walk especially with shopping or baggage, but to short to justify a taxi.

Needed urgently.

The back cycle route is up a big hill. The a40 route has a narrow pavement, not great walking with your children along there as busy traffic.

Bus at key tines that are well advertised

Maybe use coloured paving at crossings to signify the direction as well as signs, and smart tech for directions.

This must be a priority: a coordinated rail/bus connection between the rail station and town centre

Signs yes but otherwise it is already a short simple walk into town. We need to stop people parking in local streets to travel on trains and provide FREE car park at the train station

better signage offering alternative pedestrian routes may help. There is no need for an expensive bus service. It would probably be cheaper to subsidise the local taxi service

with recent mobility issues following an operation transport into and around town definitely needs improving, I haven't been able to get in for 4 months and can't move around when I do.

"Strongly disagree- the pavements do not need to be changed at all. There are plenty of pedestrian crossings - near the bus station, by the dentist, opposite the angel bakery etc- This doesn't need to be changed.

Hopper bus service is good idea tho!"

Bus between train station and town could help entice more people to town

It would be helpful for the hoppa bus service to link beyond town centre to local villages, Llanfoist, Llanwenarth and Crickhowell to name a few.

"Improved links are very important.

Wider pavements along the A40 would be impossible. A hoppa bus service would be good and could mean dispensing with the awkward bus stop at the bottom of Station Road and also enable bus services to Brecon and Hereford to avoid the need to provide that link to the station?"

We agree and fully support this need for the town.

There needs to be a free shuttle bus every half an hour to coincide with the train timetable.

A lack of a transport link encourages more cars and already a lack of car parking at the station. The walk is difficult for elderly as fully and difficult if carrying luggage or parcels/shopping. Visitors often wonder where the town centre is.

Absolutely. As someone who used the train every day for two years of sixth-form, I can tell you that that walk is quite unpleasant. Even at 20, having lorries and cars barrelling past as you cling to narrow pavements just wears you down. It's not nice to think that that's many people's first impression of the town, coming for the food festival or on holiday. A regular community shuttle-bus would be fantastic.

Lower Cross Street

it looks very unloved at the moment. I feel for any new small independent business opening as everyone just "quickly walks or drives past" this area of the town.

Excellent idea make it more welcoming

A crossing nearer the old George and banning pavement parking (perhaps providing a few disabled bays instead) would be a more economical way of giving the same result

Yes it appears a more neglected part of the centre currently

Current pavements are too narrow and dangerous. Bollards needed next to Royal George pub

The whole area has been neglected for years and as a result it is not an attractive area for people to shop. The difficulty in navigating the heavy traffic on crosss street corner does not help

Narrow for traffic on the road already so if widening the paths that's going to impact on the roads /traffic

Enforce current parking restrictions

I live on Monk Street. It's parking issues are caused by the lack of availability of residential parking permits. MCC doesn't recognise the upper bus station car park as an option. Also a recent Air bnb encourages its guests to park for free on the pavement underneath the property.

This is key to many of the other proposals

Pavement parking is currently making access difficult to

Ban the cars parked on the pavements in Monk Street. Would SWTRA allow traffic lights to regulate traffic flow on the A40 through that junction. When temporary lights were installed to allow building works traffic flowed smoothly and pedestrians were safer too.

Do not widen pavements. Better landscaping with sensitivity.

It would helps businesses in this area but parking for residents also needs to be considered.

Would make these streets very inviting for visitors and residents.

Again wider paths means less parking and to be fair the takeaways need parking outside of their establishments, the path to me are fine for the amount of foot fall.

The pedestrian crossing is in the wrong place

I agree with widening the paths in certain places and some landscaping where appropriate but not with pedestrianising all of it.

MCC has little or no say in this matter as the A4 is a trunk road controlled by Welsh Government

Cars parking here hinder pedestrians from been able to see clearly what traffic is coming. Also to bypass with prams can be difficult.

Cars on pavements are a real concern

Increase the pavement width around the Swan hotel building area

It's got o be sympathetic with the space available

Poor design and the large vehicle makes this a bottle neck and unsafe

More green. More parking controls as there are obstructive parking especially by disability badge holders which makes road unsafe at times. Needs more parking police patrolling and give warnings and tickets.

People should not be allowed to park on the pavement. They should purchase a yearly ticket/permit to park in the bus station/church end of the car park.

For the town in general, but particularly here, parking restrictions need to be observed or enforced.

Stop the pavement parking as a priority

Need to remove parking and enforce restrictions. Currently frequently pavement parking especially in evenings.

these areas are not very heavily used by pedestrians and the enhancements suggested will not change this.

Having all the cars parked on there was a nightmare with a wheelchair.

Please keep the old feel and look of the town. Old cobbled streets, quality stone walls and remember the heart of our town is rural. Please dont city-fy the areas with sheets of plastic, metal and end up making it look like an airport

Cycling should not be permitted as dangerous in pedestrian area.

Stop vehicles parking on the pavement - they make it difficult for people with prams and mobility problems.

This would impact on the people who live on this street for parking.

Out of town parking areas (on the edge) and link buses to reduce volume. Re-route lorries onto bypass.

need to improve cycle access to Upper Cross Street. remove pavement parking on Monk St.

This needs to be improved

This is real bottle neck and dangerous place to cross - not attractive place despite there being some nice shops and the church artist. Yes does need some thoughtful planning - current situ makes for an unattractive part of town - which is unfair as lovely shops

Stop the parking on pavements on Monk Street. Looks terrible and is dangerous.

Level access needed on all pedestrian streets. Removal of all steps and removal of confusing patterns.

Doubtful re widening pavements in most places. Real need is to provide a better route along Link road for HGV's to avoid them having to negotiate Angel corner. Some commercial frontages could do with enhancement.

They don't really tackle the serious challenges to pedestrians at the Angel Hotel/ George corner. I am unclear that the critical pavement width issues at that junction will be sorted adequately. Your two photos above show parking on Monk Street pavements without suggesting how parking for low rent local residents will be catered for and how illegal parking will be countered.

Nice idea but not sure how you are going to do it. Too many huge lorries go round the corner by the Angel Bakery.

Local businesses fronting onto these streets should lead the plans.

Parking is important - don't just ignore - but make it safe (for pedestrians) and usable

Sort out the parking and this wouldn't happen it's just the same in St Michaels Road cars abandoned so they can go shopping and not pay to park leaving residents very annoyed.

The pavement parking opposite St Mary’s church is dreadful. There is a car park less than 50m away, but people are allowed to block the pavement and shop frontages. This must be illegal, but nothing is done.

Cars just need to park elsewhere with a business permit.

This is very important to do. This cross roads is difficult for both drivers and pedestrians

Again, trunk road. Pavement is already wide, just stop people parking on it.

Only if police are on board to properly manage the poor parking as in photograph above.

Make some business tidy their shops up. The takeaways and restaurants are disgraceful. Terrible sight coming into town

Parking on the pavement should not be allowed

Rules for business signage

As stated it is a historic market town and should be kept that way

pavement parking is ridiculous and needs to be stopped ASAP

Commercial Frontages need improving. Pavements do not need widening and we do not need any more trees/plants.

Chaotic, uncontrolled parking on pavements and double yellow lines.

cars need to be deprioritises in this area

"Less charity shops

Reduce shop rates to encourage more independent quality shops town should be more like Hay in Wye "

Shop frontage and pavements need improvement as town is starting to look tired in areas which would help greater diversity

Not if it's going to make the road too narrow

Again what exactly are you proposing?

How will traffic pass around side of george if less road room?

Widening of footpaths would make it safer for pedestrians however, it is already a narrow section of the A40 with large vehicles driving through there on a daily basis. There needs to be more work undertaken to prevent these large Lorrie's driving through and using the bypasses around the town instead.

Pedestrians and cyclists should be prioritised

Get the cars off the pavement s

Improvement of Mill Street industrial estate which is used as a main access route by many pedestrians. The trees on Mill Street need to be reinstated, it used to be lined with cherry trees until recently.

Wider pavements great, cars can park on there just lie they do by St Marys church which unbelievable you show in your picture above, dropped curbs would be welcomed by these drivers.

Yes. Stop cars parking in these areas

Landscaping yes

As above with wider pavement more parking on pavement and what a great picture you selected to highlight it

Corner by the George Hotel is difficult to cross. Heavy traffic (especially HGV training lorries) should not use this route if it does not have business there.

Its is a key entrance to the town and look more shabby than other entrances

Makes a lot of sense

How will this be done without impacting on vehicular access. Town needs to be accessible to all not just pedestrians and cyclists.

This is a quiet area of town that I'm sure could be busier shops.

It should never be allowed the amount of time I have to cross back across the road my wheelchair won't get past

Stop allowing cars to park on pavements im in support of

Needs to be done in all locations

Building owners need to be encouraged to maintain their buildings and the streetscene needs to be more cohesive. Historic England did a scheme in Coventry which looked great. The signage and other things attached to the buildings high level are too busy. This is a conservation area and the shopfronts should reflect this. No point investing in the gateways into the town if the buildings are being left to decay by owners.

Proposed improvements are not worthwhile and will make insignificant impact if implemented.

Again as long as it doesn't affect traffic flow,this is a very busy congested road and needs width for the heavy traffic

Keep as is.....need be in keeping with St Mary's etc

There are a lot of people in the area and not enough pavement space. Definitely need some sort of crossing from the Angel bakery to the George. Parking on the pavements are an issue outside the flats which are shown in the photograph. It does not affect me but would for people with prams or in wheelchairs.

If people were sensible & used the pedestrian crossings provided there is no issue accessing town instead of trying to cross the Hereford road by the great George / bakery.This road is a main artery through the town that leads to the major car parks, the problem here is large Lorry's & buses obstructing this junction because they cannot see traffic around the corner.What idiot changed the give way at the top of angel pitch to favour traffic from the castle?

So long as I can get down it in my works van!

Not sure how the pavements can be widened. Better crossings outside the Angel Bakery. Cars do not give way to pedestrians. Yellow box doesnt work for anybody.

Feels scruffy and not very inviting to visitors.

The parking on double yellow lines on the pavement blocking light to the small shops has to stop.

So dangerous to cross anywhere near that junction

The pavements are fine as they are. Upgraded commercial frontages would be welcomed but this is at the discretion of the shop owner and the LPA already have powers to approve signs.

That parking should definitely not be allowed to happen and hard landscaping should be used to stop it, allowing for a loading bay for deliveries but not for parking. The pavement is often blocked to pans and wheelchairs and the pavement from the George corner are very narrow. The corner is also a natural place for people to try and cross, so a formal crossing should be put in.

Again please can strange brought in on this with whatever pressure our local MS can bring to the issue

As before, tree planting will improve street quality. Some street parking here, as now, essential.

No

On pavement parking of vehicles can be problematic for pedestrians, creation of defined parking bays for local residents would ensure adequate pavement wide for pedestrians.

Support to local business to enhance shop fronts and buildings would be beneficial, it would be a catalyst for enhancement to the fabric of the town centre. There is significant heritage in the town centre which need preserving and enhancing. Many historical features have previously been lost in the past and the heritage needs to be retained.

Cars do still need to be part of the plan…too many places have made areas pedestrianised and they have become sole less empty spaces with not enough people visiting on a regular basis to warrant such areas. The food festival is an annual event, don't change everything just for one event when it's particularly busy.

There needs to be some proper traffic enforcement on Lower Cross Street as vehilces are regularly parked on the double yellow lines or in the evening on the pavement. I appreciate some of this may be short term and related to the take-aways/restaurants but if it was thought appropriate to have double yellow lines then the restricoitn should be enforced.

The town needs to consider disabled/blind people

Parking, particularly pavement parking needs to be addressed throughout Abergavenny as it makes the town centre unattractive and makes pavement use difficult for people with mobility issues, prams etc.

esp landscaping and enhancing active travel

Once again lots of hgv travel though here

I live on the corner of Belli Priory. We all know that Angel corner is really dangerous! The pedestrian crossing which crosses Monk Street and leads to the market is really helpful. Without that, I could not cross the road. Any improvement to Angel corner would be wonderful. Monk Street is very dangerous approaching The Angel but so is Lower Castle Street where cars drive quite fast past the very narrow pavement. With such narrow streets, improvements will be hard. At least some of that traffic is those using it as a short cut to reach the bridge to Llanfoist. Tudor Street would be much quieter if cars were prevented from taking that route.

At the risk of becoming boring, traffic circulation! It's already a pinch point, partiuclarly at the Angel corner.

Disagree that pavements need to be widened in these areas.

"This proposal directly addresses the issue I have with pavement parking outside my business on Monk St, this problem has been going on too long and has been dangerous for pedestrians, discriminatory for the disabled and detrimental to my business.

In areas with wide pavements it is essential that they have street furniture to prevent pavement parking. "

Parking here needs to go, it's a hazard

It’s the second gateway to town so anything to signify a “welcome” to the town here will be nice.

Stop all parking on double yellow lines fromPremier store up to traffic lights.

As a resident of Abergavenny town (princes street, grofield ward) general parking for residents in town is awful

I agree as long as this doesn’t constitute a further pedestrian only access area during the day

The free flow of traffic along the A40 should be seen as the primary consideration and anything that restricts this will be detrimental to the town. These are always going to be secondary retail locations and thier loss will not have a significant negative impact on the town. However, makeing the road less accessable will.

Strongly disagree- this is taking away the individuality and character of Abergavenny!

"Nobody bothers much with either so again, waste of money

Too many cars park on the pavement restricting access and mobility for those with scooters or pushchairs.

This links in to our response to Q13. Better traffic management of the A40 required.

These road section needs narrowing and making wiggly, which could allow for casual parking that does not block the pavement.

See previous comments

Absolutely. pavements could be much wider, and on-street parking could be moved elsewhere. This town is not short of parking. We need to think of ways to divert large lorries and cars travelling through towards Brecon away from the town centre, but the above proposals would be a good start.

Angel Corner

it is very difficult to try and cross the road by the bakery as no one these days has got 5 seconds to stop and let pedestrians pass. It should concentrate more on pedestrians rather than cars. Especially if we are trying to incorporate the lower part of the town coming from the bus station.

Would make it safer & welcoming

The proposed improvements are unclear. Corner definitely needs to be made safer for pedestrians. Prohibiting heavy vehicles from the route between 9.30-4.30 would help

Really unsure of safety turning into castle at

Not sure how feasible it is because of the A40

Need to add bollards on the corner next to Royal George Pub. Selection of road surface will have to be robust given the turning circle

"I suggest the traffic lights are upgraded to allow contra flow traffic control around Angela corner. It must be a “Smart “ control system that ca monitor the traffic flow in both directions to avoid traffic queueing behind the lights.

I would also restrict the size of Lorrie’s and buses that can cross the town 20 ton plus Lorrie’s should be diverted around the town"

Ensure that cars cannot cut the corner opposite that bakery where the pavement has been worn away

Consideration needs to be made on the suitability of pedestrian crossings so as to not cause more congestion on the a40 towards cross Street

Lorries will end up using Llanfoist bridge

As long as proposals do not create more traffic congestion

The Pub on the corner should be removed to allow an extension of the junction

Above drawing is pie in the sky - artics and buses need to turn the corner and as unpalatable as it is, there seems no countermeasures suggested??

Care to be taken not to slow the traffic enough to further encourage the lower monk street/Holywell Rd rat run.

Replace the tactile paving at Angel Corner (and opposite) . Preferably with metal studded pavers. Traffic cutting the corner has worn current ones away. BEST OF ALL de-trunk the A40 through town and place signage (quick win/cheap option in the scheme of things - I do appreciate SWTRA charge huge prices for inspection and signage) to redirect traffic along the Heads of the Valleys 465.

There are no safety issues on the corner. Minor improvements only, please.

Yes the Angel lift is narrow but it depends if it restricts vehicle access around the town further.

I think this would definitely make people more inclined to explore this area more. I have seen many people get to this corner and struggle to cross the road. Many turning back up the street, missing out Part of Cross St etc.

Traffic is already too slow around town and I think anything that’s make it’s slower is really going to impact on tourists, taxis etc

it is dangerous at the moment

That corner is a real hazard for vehicles and pedestrians.

A40 is a trunk road outside the control of MCC. Whilst "sharesd space " may work for pedestrian and cars, here we have articulated lorries struggling round the corner

As above

That turning is dangerous as cars that are going straight race up also when your crossing some cars change ther mind at the last minute

Better traffic controls here.

The A40 is a busy road that large HGVs use to get to Brecon because of the weight limit on the river bridge. traffic light controlled crossings would be safer than the shared space type of pavement. HGVs and pedestrians should not be sharing space.

Poor design and the large vehicle makes this a bottle neck and unsafe Need to divert. Through traffic away

Waste of money, it's safe as it is

Need traffic lights. Bus transport/lorries have a great difficulty getting past each other. A danger to pedestrians when said transport has to reverse.

The Great George corner, repeatedly hit by large vehicles needs some thought.

Hopefully improve the sharp bend which is challenging for drivers and pedestrians

Crossing the road at The George is a nightmare for locals let alone visitors.

A form of pedestrian/bleeper crossing from empty Amanda Jane shop to Angel Hotel is essential. This is a dangerous corner.

More planters please

Idea of pedestrian priority across Angel pitch onto main street is an excellent idea

Definitely

"Another dangerous place for pedestrians at present.

Again this needs to be clearly demarcated and signed.

HGV vehicles should be discouraged from entering the town during the day

the most benefit would probably be achieved if enormous articulated trucks did not try to negotiate this corner

Needs to be reconsidered a part of redevelopment of site and possible role for developer contributions to scheme.

While I like the idea of raising the profile of pedestrians, this is a very busy junction and paving the road in same material as the pedestrian areas could 'grey the area' in a dangerous way?

crossing the road is tricky in this area so some form of pedestrian crossing would be useful.

There was a proposal to re-route the A40 to go over from Brecon road, over the bridge and then join the Heads of the Valleys road rather than going through the centre of town. The amount of times we'd seen

lorries getting stuck with the turn at this point as their sat nav brought them this way by following the A40 trunk road.

From 'Angel Corner' to the bus station on the A40 needs more attention urgently as the 'arrival street' before you get to this corner when arriving from this ens of the town. If visitors ger here form the other end of own, they venture no further as they think the town centre finishes here.

Please keep the old feel and look of the town. Old cobbled streets, quality stone walls and remember the heart of our town is rural. Please dont city-fy the areas with sheets of plastic, metal and end up making it look like an airport

Enforcement of pedestrian areas must be in place, as this currently creates a risk to pedestrians on Frogmore street and remove dangerous parking

This crossing is one of the most important pedestrian/vehicle conflict points. Suggest demolition of George Hotel to create mini roundabout, or bypass through Swan Meadows to Lower Monk Street or even on to Junction at Bailey Park (traffic lights}

Always difficult crossing the road there

Very narrow pavements.

Crossing on the corner is extremely dicey for pedestrians. It must be affecting businesses as it puts people off going g down there as it's too difficult to cross sometimes

yes, this is currently a terrible pedestrian environment.

Currently extremely dangerous crossing. Lower Castle Street needs to be pedestrianised as it is not wide enough for safe shared use

I would urge the town to keep the 20 mph town wide as I've had cars go too fast here

More dedicated pedestrian areas would make the town safer and better to walk around along with improving accessibility

Corner is one of worst & dangerous places in Abergavenny - 90degree turn no places to cross - constant traffic and dreadful parking practices by some vans cars etc. poor pavements as well - shops need to refresh their shop fronts as well - tatty end of town when it could be excellent welcome

How??? Large lorries use this turning regularly as do most of the buses. I cannot see how increased pedestrianisation would help.

Priority should be given to pedestrians on this corner. Level access, dropped curbs needed.

see above

Why? The only viable option would be to divert hgv away from the A40 route through town.

Not convinced that raising the surface and altering surface patterning will alter this from being a vehicle dominated and thus dangerous spot for all other users of the street. Requires more radical solutions prefaced by WG agreeing to de-trunk the A40 which anyway permits only vehicular travel at 20mph. They are already known as 'streets' NOT roads, but having large numbers of HGV's negotiating this corner will never make for a safe space. No yellow cross lines shown in image for a no-entry 'junction box' unless way out clear.....

Crossing the road by The Angel Hotel could be made easier

Traffic is so slow here already that it's not particularly unsafe. I disagree with cobblestones. Not accessible, hard to maintain, pointless expenditure.

Agree here. Traffic on that bend can be dangerous

When travelling in a car able to see round the bend to on coming traffic.

the only way to make it better for pedestrians is to get them to use the western side pavement - again, whilst A40 brings large lorries through the town, the options are marginal re impact

The A40 is a key link road and is the only way for heavy goods vehicles to access Abergavenny without using the weight restricted bridge at llanfoist

Unless you stop lorries coming through town, I'm not sure how this junction will improve.

Yes for the elderly, young and mobility issues.

Especially with the cars trying to turn

Prevent car access to the high street at angel corner at all times.

Reduce the overbearing amount of street furniture and signage. Road needs to be tarmac as block paving wont withstand heavy traffic turning around the George Hotel.

Need to improve other routes, esp Lower Monk Street as this will be an alternative traffic route

Wider and better pavement's

The town already has a pedestrianised zone which already imposes difficulties for a lot of people with disability access to the main part of town for people with mobility problems

Certainly dangerous for pedestrians at present.

but the measures need to be very robust to with stand HGV's other wise there will be a constant need for repairs

It is a road, you need roads - a re-introduction of the green cross code is needed for the pedestrians.

Angel Corner is the worst bottleneck for pedestrians and vehicles. Number 1 priority.

Worst corners to cross. HGVs are very dangerous.

This corner is SO dangerous and everyone wants to cross there!!!

The proposals are probably futile given that this is located on a major east-west trunk road. The altered paving will make no difference to the traffic. Difficult to see anything that can be done given there really isn't a way to re-route much of that traffic (although possibly some could be persuaded to bypass the town using the A465 and Merthyr Road).

Crossing at Castle street corner is difficult.

Waste of money

"The Angel is such an iconic building nestled within the heart of the town

The surroundings need investment to attract and retain their discerning genre of customers. "

Also need to find a way to stop buses smashing into the window of the Angel Bakery

Thus junction is extremely busy and gets compacted often as there is no order to it atall. I think the crossing closest in the photo would cause accidents and be possibly harmful to pedestrians.

I'm not sure this will work as it's a main road from one side of town to the other.

Yes this is quite a dangerous area and causes lots of traffic delays as well

I'm not sure what you are proposing.

Not enough room for traffic to turn

A pedestrian crossing on the corner would eliminate confusion between drivers and people wanting to cross at angel bakery corner

Difficulty crossing the road in this area.

My only comment would be on the materials used to enable these improvements. On the proposals, it is shown that paving bricks will be used on the A40 by the Angel corner and I don't believe this type of material will cope with the high amount of traffic that uses that route daily. There have been issues with paving blocks by bean and bread and what was cable news by Tesco which receives a fraction of the amount of traffic in comparison.

Need to address traffic flow issues and help peds cross safely instead of blindly lurching out into traffic

"Shop fronts should reflect the character of the town and buildings they are attached too. Not corporate design. There are already excellent examples (and some shockers)

More areas for rest and conversation "

"It is a bit tight to go towards gateway church

With buses and HGV so will need improvement "

Please make it clear that turning into monk street is NOT crossing the main road (some newcomers think that monk onto castle has right of way... it's not obvious)

It is the only way to drive through town so moving bias to pedestrians is wrong, should improve traffic flow instead

We need to reduce the large vehicle traffic on this corner and priortise pedestrians.

why when cars currently park on the existing pavements and pedestrian crossing ever day

As a driver this corner makes zero sense it had the be fixed but also the parking by the take outs will need to be addressed

Include cyclists not just peds.

Traffic already gridlocked you just going to make it worse

See above

Its needed but with it also being the A40 it needs to be realistic about the amount of traffic and size of HGV's making this idea possible

Will add greatly to the immediate area of the town

Dangerous corner

This will help link the areas enormously.

stop access to Castle St during the day - this is a dangerous crossing for pedestrians and also for vehicles

Again this area is a nightmare especially when large lorries or buses need to get past, also for when you want to drive up past the Angel small road and no one lets you causing more traffic.

Lowering of pavements at the corner is a concern, especially turning up to the castle, pedestrians very rarely turn to check for traffic behind them, with no raised pavement at all I doubt anyone will check for a car and just walk out.

Proposed improvements are not worthwhile and will make insignificant impact if implemented.

This proposal is nonsense,this is a main route through town,removing railings and kerbs will make it more dangerous,have you even studied the traffic that uses this turn? What's needed is traffic lights incorporating pedestrian crossings,then railing to make people use them,not let them wander about!

Yes this really needs better pedestrian crossings

LOWER CASTLE STREET BEING NARROW IS CHARACTERISTIC OF IT PAST....LEAVE IT

This is an incredibly difficult corner to navigate whether in a car or on foot. Any improvement that does not hinder traffic flow would be welcome. If trsffice flow was to be affected I think you would see traffic build up very quickly here.

I think it would be better traffic light controlled

This is just a complete waste of money.

Again so long as it's not made too much more difficult to drive there as it's already based on people giving way and being nice to each other, and some people just aren't nice! Maybe zerba crossings so it's easier to tell who has right of way

See previous comments.

Need to put in clear pedestrian crossing lines where minor road meet major ones to demonstrate pedestrians have clear right of way over vehicles turning into these roads.

Enforce parking regulations. Cross Street has become a car park for Luigis and Cwtch Cafe owners and staff

You're looking to change an A road that is a main roam through the town. Market street is already largely pedestrianised and there isn't a need to include this corner. You don't need to change this part of town.

I don't think the proposals will in any way fix the problem. Must remain tarmac for durability. Possibly rumble strips or other warning of tight corner. Speed cameras generally to ensure 20 mph limit is maintained would be useful along A40 and Pen Y Pound. Signage to Castle St car park already exists.

No

"Currently a dangerous place to cross as a pedestrian with vehicles attacking you from all sides, improvements are very necessary.

Cars are still part of the transportation of people to these places...you will just put extra pressure on the roads if you divert all cars away from the town centre.

Underwhelmed and feel that traffic is still king. I would like to see much more effort and ideas into how the cars, buses and Lorries could be diverted away from this section, so it can be pedestrianised, including the 1-way street that leads up to the castle.

There would need to be some restriction on HGVs using this road to make this effective

The only long-term solution is to get the A40 out of the town but I suspect that is beyond the remit of this project!

Definitely agree with this - it’s not fun trying to cross the road at this point!

This corner holds up alot of traffic when hgv get stuck better plans are needed

I totally agree that improvement is needed. However, the above shows a 'wider pedestrian area' could also be interpreted by drivers as ' no pedestrian ares'. If you stand near the Angel Bakety, you will see large lorries mount the pavement in order to turn right. The people in your photo would be run over. Have you considered a traffic light system at the corner where all traff8c is paused before and after the junction to allow pedestrians to cross . They are in operation in Tokyo , Japan if you need to see an example.

As above.

This area has been a dangerous pinch point, pedestrians find it difficult to cross the road and other pedestrians can’t pass them as they wait for a safe gap in the traffic. It often results in pedestrians walking onto the road.

A huge problem is the large HGVs and Buses negotiating the corner. I’m not sure what the solution is to that though."

Doubt it will be possible until A40 road diverted around the town

Big vehicles do this corner

Disabled parking in the town needs addressing.

Traffic lights to stop two directional traffic fighting to get round that turn would help, and give pedestrians a fighting chance.

The safety aspects is all ok already

importance of finding radical solution to "Angel Corner" for both large lorries an pedestrian safety.

I think we need to stop large HGV coming round there unless specifically for access

Again , the A40 should be given priority, followed by access vehicular access to Lower Castle Street.

This is not going to change pedestrian safety!

Getting around town at present is hard enough without any further detours or restrictions!

If the wider space is for cars yes, lorries struggle as it is.

Large lorries use this route - is there any other route?

Clearer road marking would make it safer. Too many cars cut the corner turning into Monk Street.

Again, we refer to Q13 and management of the A40.

This needs a much more radical solution rather than just paving.

This is a good start, but again, until large lorries and cars travelling through to brecon are diverted, this will remain an unpleasant area.

Upper Cross Street

Would bring more people into town

More waste bins for takeaway snacks

Waste of money it's good enough

The huts have had their day and no longer look attractive

Remove the huts outside the Kings head.

I like pedestrianisation but access is still required for business and hopefully "pavement cafes/restaurants" will still be encouraged to give continental feel when weather allows

Remove the 'pandemic cabins' and have removable street furniture. CLEARWAY tactile paving through for blind/partially sighted.

No mention of business interest and viability. Some car traffic is needed. Images are too prettified and out of keeping. This is a working market town, not a Lego set.

Will be more inviting for everyone.

Personally I think the road should be reopened.

It needs to be fully pedestrianised as does outside Tesco. That means no cars.

Why should this be changed at the moment it is shut off between 10 and 4 which suits a lot of people

As someone who was instrumental in pedestrianising Frogmore Street (successful beyond our wildest dreams) how could I not be in favour of similar plans for Upper Cross Street. However where will the funds come from?

Non parking on this street by the market would make the area more appealable for pedestrians to sit out and enjoy the space.

N/A

Need to keep vehicle access out of hours

The pedestrianisation of the rest of the town centre has been a great improvement. Upper Cross street can be closed to traffic and the Brewery Yard car park only accessed and exited from Lion Street.

I would miss the lovely pennant slab pavements currently here

This is a great area and needs more continental look

More places for our young people, more improvements that are children and young people focused. Give our young people especially older children some thoughts in your way of improving the streets. There is nothing there that are suitable for them. Take guidance from other European countries that make their street more friendly to young people and young people.

This will ruin the town. WE need lower business rates to attract businesses, not driving them away. This project is just a waste of money

Levels surfaces may make life trip-hazard free, but they often seem to encourage casual parking practices.

Why is open on a Sunday when there are events and markets going on? Its needs to be consistent.

The pedestrianisation should be a principal focus throughout Abergavenny

"Works well when gates are closed but would be better with nicer surfacing.

Could raised bollards be used instead of gate - like Pontypridd town centre."

Already quite good

I feel there is still the need for the road in the evenings to access business in that area.

Yes, but this is not a priority in the 'to do' list? Long term a nice to have to match the repaved area further up.

If the street is closed off for cars in the evening, it will prevent residents accessing the chippy, collecting peopl3 from the angel, increase traffic by the esso junction and more

As previously, enforcement of pedestrian areas are needed as this is not currently implemented. Frogmore Street currently used as a short cut for vehicles and car park and dangerous for pedestrian, even though clearly signposted as a pedestrian area

Exclude traffic except evening deliveries. Remove wooden sheds to restore vista to Town Hall.

Need to take into consideration regular loading and unloading needs of businesses, especially at The Borough Theatre.

Cross street paeticularly lower cross street needs a bit of improvement

Please see previous comments above re: pedestrianisation to mean "no cycling" true pedestrianisation required.

need to improve cycle access on this street

Again more signage for accessibility and aomethjng abou peole who are drunk late at night

More dedicated pedestrian areas would make the town safer and better to walk around along with improving accessibility

Yes but again no point putting in garden tubs and seating if never maintained - equally must not be over done and degrade authentic nature of the town. Equally streets need to be cleaned - currently lack of jet washing means streets and Kirby's shop fronts are dirty and stained. Shops should be required to clean their entrances

Definitely stop people driving up Cross Street unless for a specific reason.

Yes but level access needed and no need for patterned walkways, which are confusing for people with impaired eyesight.

In principle I agree but need to see specific proposals. In general it is working quite well.

It already is so why waste money on this?

Not convinced it will support street activity and retailers and hospitality lining that street. Needs a clear zone for them to occupy, delineated physically, with a new kit of parts to allow them to instal well designed shelters for their customers from inclement weather (both heat and rain) in the street. It all looks to twee and tidy. Bench forms as shown don't allow for face-to-face conversations. No sign of how 10.00am to 4.00pm control of that space will be conducted.

The design looks quite attractive

Seems disruptive and kind of pointless

I need to be able to park here - at the moment it is a mess re the cabins and limited parking. I don't come into town because it is so difficult.

No. I support the current closing off of the street 10am to 5pm, but not a total pedestrianisation. The elderly and disabled would be unable to use central town / market / one stop shop / banks / butcher etc without the disabled parking cross street enables early morning. My 88yr old mother is one such individual

Visual improvements, yes, but needs to be maintained as a vehicle access thoroughfare.

Get rid of the huts in the street. And disable people allowed to park. I support a gentleman, who likes to go for coffee, but we are unable to park near a cafe . We have to go out of town. Disgusting

Plant trees

I believe that access should be available to disabled drivers into town instead of them having to travel out of the town to be able to access what they need

Pedestrianise as much of the centre as possible

Keep this area closed to traffic (10am to 4pm) on 7 days a week.

Improve state of building on corner of Market Street/Cross Street.

it would be nice but this is already a plessant street. The investment needs to go in making more of the town accessible.

This is fine as it is. The vehicle access is very useful at the times when its open.

That looks more pleasant than present.

Wonderful!

"Shop frontage and pavements need improvement as town is starting to look tired in areas which would help greater diversity

I feel that alot less people would come to town if it was to become only accessible by foot. Alot of the towns people drive directly into town as close as they can to shops etc. Especially disabled, elderly and parents.

Yes, this would help the shops a lot as a lot of shoppers don't travel that far down

Yes definitely. Less cars in town the better. Social areas are so needed

Same as comments above

Poor mobility people rely on driving into town

Absolutely and think this needs to be made a priority.

As above, sustainable drainage (rain gardens etc) and provision designed to be inclusive.

No closing the road at night time

This will give better continuity from the pedestrian area.

The pedestrianisation of this area has been a real success!

Could use more trees.

This will only work if such street furniture and greenery are properly maintained

The town can be difficult to drive around, specifically along Park Road with its multiple junctions and traffic lights and this isn't helped by blocking another route

This will encourage more anti social behaviour, it a market town with shops with useful items you can buy

The more improvements introduced the greater the need for alternative routes around the town rather than through it.

Makes a lot of sense

Taking more disabled parking away. Detrimental to businesses. Please stop attacking car users.

Great idea and it would improve things.

some of the paving is already getting damaged especially where Baker St traffic joins what should really be a pedestrian area.

I love it

No comment

BUT Really important to allow access for the elderly and disabled to shops in pedestrianised areas if you are going to restrict vehicles. What about a shopmobility scheme/scooter hire at the bus station?

Proposed improvements are not worthwhile and will make insignificant impact on street activity if implemented.

This will impact heavily on already stretched business,how will deliveries be made? The present closed and open time periods are more than adequate.

"Open damn street IT shut for covid..pods are pain

Access needed ....NOMORE PEDESTRIAN ISATION

I would like to see aesthetic improvements to the corner of market street and proper signage to lead people from the high street down market street, the businesses at the top of market street do not accurately reflect what is on offer further down.

This would be better pedestrianised with vehicle access on particular times for deliveries etc.

Although this in effect has already occurred but this has meant the loss of disabled parking that allowed people to access shops businesses chemists easily.

Will be better for businesses and pedestrians

Market street needs improving. Shame about the old buildings smouldering away. They are a good example of how the streets of Abergavenny looked in the 17th and 18th century.

We have enough pedestrianisation which destroys business.The balance is good now with deliveries and also High Street provides an escape route.

"Do away with the dirty cabins.

Enforce parking regulations

We need more than drinking coffee in street."

This makes sense as it is already largely pedestrianised

Leave as is. It works well and everyone understands timings. Little cabins are fine. Everyone understands tarmac/ parking.

No

Upper cross street is currently very enclosed due to a number of pods located for some businesses and parked cars on both sides. This is a ket gateway into the town centre and needs to be inviting.

Great idea but make sure litter cigarettes and general mess are constantly monitored or it will become a mess in no time at all. Sadly our community isn't very bin friendly.

From the bus station to the Angel needs cleaning up. Shop fronts look shabby, pavement is usually dirty. Does not look appealing at all.

How will Delivery van/lorry's get though and also electric bollards so Deliverys can be made anytime speed limit 5mph

This is vague! What does “people friendly” mean? It’s already pedestrianised at times! If it benefits the immediate business owners, yes! If it’s a case of just having more planters and benches - no!

Make sure parking only for the disabled and plenty of room for outdoor café seating

Worry for trader access to market hall

If traffic is still allowed down here, 4pm - 10am, how will HGV deliveries manoeuvre through safely?

The changes to the street because of covid were very welcome, so building upon this would be great

Local people need to be able to drive up these streets to collect and deliver. The charity shops would suffer cause people won’t be able to drop off outside for example

"again, the benefits to be accrued are unlikely to justify the short term disruption to the businesses along here.

I would also question the premise that a pavement extending from shop front all the way across to the opposite shop front offers any visual advantage over a traditional street, with a road surface of a different material. Randomly placed planters do nothing to enhance the streetscpe, apart from trying to make an historic street appear to be a late 20th century precinct. "

This terrible - completely spoils the look of Abergavenny. An iconic location which will be spoilt by pedestrianisation. The area is sectioned off for several hours a day anyway.

This area is already customer friendly with the road closed to vehicles between 10-4pm enabling street activities to take place

Would welcome more attractive and less permanent outdoor seating areas along the street. It is important to retain the open style.

Need to give greater attention to Market Street as part of this proposal.

See the new additions to Broad Street in Oxford, where a wide road has become a really vibrant public space. There are pop-up food stalls, lots of bicycle parking. Consider bringing some colour into the design. There are other options than grey paving! Broad Street has this lovely geometric pattern in yellow that compliments the planting and just brings a lot of life to the space.

Market Hall

Excellent idea for it to be use all year round

The quality of acoustics is appalling and needs improving for festivals

The market is a great building but is crumbling and the acoustics are not good

Just repair the cobblestone will be enough

Just keep it well maintained and provide more seating

The market needs to maintain its current feel as that is the main draw

This is one of Abergavenny's strengths- be careful to build on it, not destroy it.

Changes to make Market Space and Brewery Yard more versatile/user friendly great idea HOWEVER don't lose sight of/change the uniqueness of the building and area.

Only small improvements needed. There have already been many improvements in recent years, and these need to bed down and be assessed.

The market could take cues from Newport Market, making it more of a food destination and support local street food sellers on a more permanent basis.

Very important to retain the market hall as a centre of access and especially ensuring that commercial stall holders can continue to use the space.

This is a fabulous venue that could be used for many more activities, celebrations etc throughout the year.

We've spent enough money on these areas.

"Also hold more events there. ie...

. Antiques fairs, food fairs, music, classic car shows, eating and drinking events, bring your own meal, dog shows, boot sale, bigger Saturday markets, etc etc but make this area the place to come to in Abergavenny but don't charge to enter or just a minimum amount.

"The market is good but probably in need of updating.

I'm not clear what you are proposing.Sorting out the lighting - LED lights and more flexible switching - was recommended in an energy efficiency report more than a decade ago.By choosing to ignore it, MCC has wasted tens of thousands of pounds already.

N/A

Important to keep the light bright colourful vibe in the market

It's already a good area

Yes definitely. Think about children please!

"Need to

Promote and expand and make sure events full "

Splendid place

Don't disappear the market hall or spoil is uniqueness

Already good

the market is the hub of abergavenny - anything to enhance it would be useful

It is a great space that could be used a lot more

If that photograph is retaken in the coming years, it would be FABULOUS to see young people hanging out in the space. THe Town needs to hook in to the 'next thing' post 'traditional' martket stalls.

Please keep the old feel and look of the town. Old cobbled streets, quality stone walls and remember the heart of our town is rural. Please dont city-fy the areas with sheets of plastic, metal and end up making it look like an airport

Market is such an asset. It should be valued and town built around it

Budget for the facilitation of innovative community events, especially for families and young people.

Encourage new and different stalls and include more workshops and events in the market hall for families

Sone smaller meeting rooms for local businesses I want to run a global event but have not been able to find the appropriate meeting space

The proposals of how the change would look / affect use are a little unclear. Whilst I am in favour of what is written in the plans I wouldn't want the market to change too dramatically

Massive asset to town - so much more potential - evening cinema - music events - need for more variety - book markets - craft - theatre - public speaking events - guest speakers - great space. Brewery yard is totally under-utilised -

What about putting money into valuable services that have lost their venue? Such as Community Learning, who provided essentials opportunity for those most at need.

Recognise that Community Learning needs a larger space. Former Community Learning building on Old Hereford Road had 3 classrooms, a kitchen and garden available 9am to 9pm. Now restricted to part time use of Community Room in the library and temporary use of Mayor's Parlour. High number of Community Learning classes have been cancelled, causing real cuts in service provision. Needs an accessible new space with access to parking nearby to help disabled people access community learning classes: consider old library building and create a new community learning hub by the cinema and improved square.

Care to be taken not to drive stallholders away by raising charges to pay for improvements. Details required

Need to read this section more carefully, but anything that genuinely supports the market operation and has the stall holders blessing has my vote.

We do not want to lose the unique character of the Market Hall

The brewery yard is already a brilliant example of placemaking. Community initiatives like the annual art installations in the market are fantastic. There are various schemes run out of the market (ebike trial scheme) that are not well publicised.

I think the market area is fine as it is and shouldn't be a priority

Get something happening here every day - reasons to visit - and tell the story of Abergavenny Market Town

Lino flooring???! Have the planners gone completely bonkers? This facility has only recently been upgraded / improved. Let’s keep what little historical architecture we still have left in town.

This is wasted potential, use it.

Fundamental part of social Abergavenny

The old character of the building needs to be maintained.

You spoilt the use of the market by changing the car park

Toilets

You are throwing more money at something which clearly isn't working. You have already invested in the market.

"Unique resource.

Encourage support of traders/crafters."

"The market is the most important building in Abergavenny. If it isn't improved it will suffer and so will the appeal of Abergavenny. It is the gem in the town without it. Abergavenny will become just another empty once market town. It needs better facilities for traders and public as currently not fit for purpose.

New toilets, roof maintenance and stop the pigeons is essential.

It should be a priority not a second rate proposals.

Without the market = no thriving Abergavenny."

This requires substanital invesment and building a stronger community and supporting local groups and businesses to access the space

"The market hall has improved. They work hard at presenting the regular markest and special events and activities (the 'street' market evening food markets seem well supported.)

Further improvements would be good, it is especially cold for one thing. However carefully so it doesn't spoil or lose its old traditional market feel."

As long as the the character of the building and the fact its a market are not lost, Newport market development is a travesty and was why a lot of people went there, it was a good market in a good place - its not now

"Yes as many community events as possible. Market is a lovely place to

Host them "

Not sure what you are proposing

Ensure there are low cost units for start ups and non profits

Provide more events in the market. On the street food nights provide more music to create atmosphere and tables and chairs. Definitely not enough chairs.

Very important

Are we a market town or not because you seem to suggesting something unrecognisable

The market is the jewel in the towns crown!

I don’t know what these supposed improvements are so can’t comment

It’s a f market leave it alone

But dont spend too much on it - there's so much else that needs attention

The market hall is a local treasure and can only benefit from the proposal

could the market be open on more days?

Think you need to do more focus on the library which is no longer a quiet space to work in. For kids activities there should be a private room so that people working at computers shouldn’t have to hear it. It’s like being in a daycare centre and why should adults who need to work struggle with getting some peace due to these regular kid activities.

Not enough seating

A focal and identifying feature of Y Fenni.

Unsure about hte nature of the proposals

use of market should be supported but not subsidised.

The market would benefit from permanent stalls,for small business to rent as a start up,like is done in St Nicolas market in Bristol

I hear that the floor is being replaced - from a circular economy and cost perspective this decision is perplexing. Is there a strong rationale??

"Upgrade market last time caused loss stalls

No need change....but more uses ok"

Dont improve it for the sake of it. It works. Upgrade the electrics but dont touch the flooring - its authentic

The sort of area that needs upgrading

Take inspiration from the rejuvenation of Newport indoor market which is now a thriving place to visit, with a facelift, proper little (affordable) booths/shops, a food/drink quarter.

Minimal proposals suggested - tensile structures and awnings. Further investigation needed. It works well as it is community hub with all events and library/ council info as well as theatre.

No

I am all for improvements, but what about the valuable MCC service that lost it venue, with no support from MCC to source a new suitable venue? I had been referring people to Community Learning in Abergavenny for over 10 years, Community learning is no longer accessible for many people.

The market as it stands has gone downhill in terms of vendors and hasn't moved with the times. Investment in people and looking for new ideas needs to be undertaken as the fabric has received significant support over the last 15 years with the brewery yard scheme and market/hub works.

My feeling is that the market is generally successful but to compete against larger shops enhacements that encourage people to use the market should be considered.

Start with better support of rhe business within the indoor market better working conditions like wairmth washing toilets foe staff

Much more could be made of this area and the Borough Theatre - placmaking is more than built, structural work but really needs to make existing assets like Borough and Melville much stronger focii for town's art and culture offering - for local people and visitors.

Yes, the indoor market is the heart of the town! The end of the month food markets are a great way to socialise and support local businesses and pop - ups!

The key to the market halls success is its flexibility as an event space. The main hall area should be kept clear of permanent units.

The quicker the better.

Fantastic space, real asset to the town.

The market is as it's always been....it's an incredibly important source of Abergavenny's market town history abd as such should be left as it is

I think crafts in the market is a waste of a resource and indoors should be primarily food and drink and crafts should be moved elsewhere

How long is is since the last market renovation? Another one within the next two decades should be considered to be a complete waste of money.

Indoor market is a fantastic facility - attracts many visitors.

Changes to the market hall need careful consideration. Existing traders need to be confident that their business will improve.

Would like to see more ambitious plans to improve the market building itself to work towards this goal. Improve signage so visitors can see what is on offer in and around the hall.

The plans for vinyl flooring would ruin the Victorian feel which is part of its charm. Too many old market halls have been spoiled by modernisation. They end up neither modern or traditional. Doors have already been installed.

Bailey Park

"We are lucky to have a park aslong as it's keep tidy perhaps more bins & dog bins

More facilities for young people eg decent skate boarding

It's already a great site in a beautiful setting. Any way to engage more younger people is welcome

A cafe and open air pool would be excellent

Bring back the lido

A skate park is a great idea as teenagers seem to have little to do

Superb open space that is there to be used but needs odd visits by wardens : PCSOs to ensure it is not abused

See 15 above.

Some enhancements may be possible but should be kept to a minimum. A youth shelter may be appropriate.

There are other smaller parks around town that could do with some attention

The park requires more funding to improve the facilities for families and make secure to avoid damage / destruction. The pavilion would make a good cafe and more sporting facilities like tennis courts etc.

Fabulous if young people could meet in a safe space.

I think the links are fine.

Continue to plant more. Bring Lido back. Stop youngsters trashing the area at night

I agree with better activities for the general public . There are enough links into town we just need better signage.

Anti-social behaviour and litter are a problem here.

Existing links adequate. Young people already use the park in the evenings and cause damage

N/A

A cycle pump track should be constructed in the gap between the playground and the asphalted flat area.

Definitely. Strongly miss the swimming pool. Such happy times. Splash pad? Attract young families!

Ensure the rugby club do a clean up after events and games. Always a mess

Stop dog walkers letting dogs off leads. The response when reminding a dog walker with 2 dogs they should be on a lead was " who's to stop me". Its no good having rules if they cannot be replaced.

How about making this space more inclusive eg for events that support the Wellbeing plan and cover all protected characteristics and demographics

People still allow their dogs off the leads and they defecate on the sports' pitches. No deterrent.

"Bring back the swimming pool/lido would be nice if not the paddling facilities for younger children.

Also banning dog walkers form the park - dog mess is still an issue with a need for wardens."

No lido

It would be nice to include "enhanced facilities for young people to meet in a positive and safe space" in the town centre, as well as in the park. At the moment the options for young people to congregate seem to be limited to a bandstand in the park or Morrisons carpark.

there is already a lot of community input into Bailey Park. i don't think it needs better linkages into the town centre as it is pretty easy to get from the park to the town centre and it is pretty safe as there are plenty of pedestrian crossings. I'm not sure about enhancing facilities for young people as there are a number of activities for older people and often when the two are mixed, one or the other are not happy.

"Bailey Park is a great space. More could be done to improve the entrance from Fairfield by the Rugby Club.

It is a totally different place at night though. I was walking the dog in the dark and somone had a child playing in the kids park while also having 2 dogs in the play park running around and wouldn't see in the dark if they went to the toilet. She was just using a phone light to watch the child.

Seeing the rubbish on the rugby stand in the morning or young people on bikes at night bouncing on the kids trampoline in the play park. Damage to the young trees also. The see saw that we had in the play park kept being broken."

If that photograph is retaken in the coming years, it would be FABULOUS to see young people hanging out in the space. The Town needs to hook in to the 'next thing' post 'traditional' park and band stand.

Agree that young people need more spaces but it can't always be outside

Enforcement of pedestrian areas

Budget for more events for young people and the facilitation on in situ workshops in Bailey Park. Opening a cafe/small events space.. Budget to research successful park regeneration projects, with the specific focus on well being and young people. Integration of community made and commissioned local large artworks.

More activities required for teenagers and youth groups but these need to be closely monitered. There is often anti-social behaviour in bailey park and faifield car park and this needs to be addressed. Hopefully better youth facilities will help

"Thanks to Friends' groups and Keep Abergavenny Tidy group who pick up after the parties, gatherings and young folk who leave behind empty pizza boxes, cans, etc.

How about a dedicated dog exercise area in Bailey Park?"

Some more activies for teens I see them wandering around both town and Bailey park. If they had a pool hangout spot or lido it would be better

Small Running cycling track around park - improve bowling club and other facilities - more garden areas - but not places for kids to just hang around and deface.

Bailey Park is already well used. All dogs should be on a lead however and enhanced facilities for young people is of paramount importance

Strong need for a youth club, youth events, safe spaces for young people to gather. Consider adding picnic tables, table tennis tables, improve access to sports eg netball/basketball/cycling/skateboarding in the park.

Need for better facilities for young people to hang out is a top priority for me. Evening events to bring people into the park and discourage anti-social behaviour.

But again it already is linked. Why waste money on pavement width and extra crossings?

Very important to create an area for young people to hang out

I think Bailey Park is already good. Not a priority compared to areas in town centre

Need more activities for the younger generation

This is not a park it's more a sport area not alot of play or activities for the kids. They took the pool away theres nowhere for little children and nothing for holder kids compered to other areas around Wales monmouthshire as got to be falling very short it's more designed for the elderly.

Links are fine as they are, maybe need to segregate pedestrians through the car park or divert them through the park to Morrisons better

Already has it, had investment and has become a hub for small anti social fires.

Only if it is monteith cctv...

Return of the lido would be amazing.

I live in Park Lane. The park is a disgrace. The friends of Bailey Park are a god send . Vandalism unsocial behaviour early hours of the morning. .

Bailey Park is such a huge asset to the town. I would support any improvement here. Especially for sporting facilities for older children and teenagers.

Signage

More stuff for younger people, renovation/growth of the kids play area - could be much bigger and more like parc bryn bach as it’s used so much by so many families

Yes. Please finish spending the active travel budget on Abergavenny and bring some active travel intervention to Chepstow. There is no active travel network here, minimal specific provisions for people on foot or on bikes. What do we have to do to get some attention for citizens down here?

But only with enhanced facilities for young people to meet in a positive and safe space - however Friends of Bailey park won't go for this as you can see on FB groups.

Support "Friends of Bailey Park" in their efforts to keep gardens well tended and consult/include them in development plans.

"Wonderful space for all ages.

Better signage to gardens/facilities required.

More volunteers needed to maintain standards.

Keep dogs on leads."

Reduce traffic so it's away from the centre

take down the signs that talk about domestic violence every 10m when people are trying to enjoy a nice relaxing walk around a country park! not the place for it.,

It's a lovely Park and they are all good ideas to enhance it further.

Yes a space where dogs can be off leads. A space where people can sit. A space where sports can happen and peeople

Can watch "

Same comments as above. There are a lot of statements but no detail. So difficult to give an opinion.

Don't waste money, fill in pot holes

Too much vandalism.

Strongly agree with there being more provision for young people.

Ensure provision connects, enlarges and improves habitats for biodiversity across the town (not just existing green spaces) and takes note of https://cdn.prod.website-files.com/6398afa2ae5518732f04f791/646342387a36a25062656b03_Safer%20Parks%20Executive%20Summary%20Final%20-%20Web.pdf

There needs to toilets for people who visit the park

Particularly in the provision of meeting spaces for young people

Add a coffee shop or retail unit for people to rent out.

Should be a park without labels, why do you have to label everthing

Would like to see use diversified away from sport alone - during the pandemic families and young people had more opportunity to use the park for picnics, games etc. currently men's rugby/sport is prioritised, would like to see more balanced approach which meets the needs of everyone- younger people, women and families, older people especially.

Vandalism is a problem - more CCTV needed

Young people don't alway want or have to have their spaces in a park. Young people should be welcomed and have a space in the centre of the town instead of being encouraged out on the edge

None

it is a great asset and thanks to our community it feels like a really good inclusive space. There are still vandalism issues and more policing would be good.

Never go there so can’t comment

Needs to be safe at night. Currently it's a venue for young people to smoke weed all evening. Also, Y Fenni needs more accessible spaces for off-leash dog exercise (the Meadows are just too boggy in the winter). Not saying this needs to be Bailey Park, but we musn't presume that wilder, country dog walks are suitable for citizens restricted by being wheelchair users.

Every other playground in monmouthshire has been updated, except abergavenny. This provision shouldn't just be for younger children. Equipment should be provided for kids moving on from primary school into high school. A park warden is desperately needed as well as functioning toilets. If the lido is not to be reinstated, that area should be utilised for older kids, a skate park, youth centre or other facilities should be installed.

Absolutely support the development of facilities for young people and inter-generational activity here.

Would prefer enhanced facilities for all people. No need for better linkages.

Whatever is done in the park will be vandalised in no time,we have a scumbag underbelly in this town who everyone likes to hide underneath pretty slogans

"Park used be hub for families.....it not same now

Not sure any upgrade will be left alone by some people "

I think the facilities are good as they are however the rugby stand is a congregation for youngsters and not in a good way. I think there are too many dogs on leads as well with a lot of dog mess that isn’t cleaned up which is a major health hazard. It is all well and good putting up signage but there is no deterrent. It should be policed in some way and dogs should be on leads In that park with fines being issued.

Why not do what local people have asked for for years & return the outdoor swimming pool

A cafe and some decent toilets that are open every day would be good. I remember Abergavenny Band plating in the bandstand.

Need a swimming pool/lido for young people. The swimming pool facilities for all ages in abergavenny are abysmal. Time slots so limited as it is shared with schools and then even if you can make the time slot you are lucky to to get a parking slot.

No problem with this

No mention of restoring the Lido which is one things that would improve activity for young people and enhance Bailey Park offer. Investment should go here instead of re paving streets around town.

No

Vandalism is already a problem in Bailey Park unfortunately…you wouldn’t support the swimming pool being reinstated but now “enhanced facilities” for younger people…makes no sense!

There hasn't been any mention of the leisure centre/gyms etc which are important for well being and incredibly hard to access for most people in Abergavenny. Could activity spaces be something that could be included in any revamping of Abergavenny

The park is well maintained by a group of volunteers. The area where the lido used to be could be utilized better. Tennis court, fountain, picnic tables?

I would like to see safe spaces for young people prioritised in the plan.

Bailey park is lovely and the volunteers do a great job

providing safe spaces for young people to meet and do stuff needs bigger priority overall in the proposals

Young people urgently need safe spaces to hang out without being accused of being up to no good or intimidating (albeit unintentionally) older folk.

Bailey park is a beautiful park, however youths gather there at night - regardless of the cctv! The carpark is horrendous at night with no police presence! The carpark should be locked at night!

I fear vandalism will ruin anything done here

Young people would like a place which offers shelter from the elements and charge their phones!

Definitely need safer spaces for young / teens

As long as the facilities for young people do not become troublesome and litter in the park. The hours need to be sociable to nearby residents

apart from the better links which are not required.

I think that Abergavenny doesn't need to be changed in the ways that is proposed in this survey. After living in Abergavenny for my whole life and seeing numerous changes to the town, this would spoil the town completely and I do not support this.

There appears to be a lack of facilities for young people. Vital to address this to support young families in the area.

Is there any funding available for an inclusive youth centre 12 - 24 years which maybe able to also provide skills teaching by volunteers as well as other cultural activities. A survey around the secondary schools in the area to gain this age group's opinions.

Particular need for engaging with young people to improve this space to better meet their needs and requirements.

Bailey park could be managed for enhanced biodiversity.

Gabbs Square

such an unloved "pointless" area at the moment. About time to incorporate this part to the rest of the won center.

Excellent idea for people to meet with a takeaway & chat

The landscaping shown is soulless and better suited to an urban environment than a beautiful rural market town.

Signage to let people know about it and disabled parking required for cinema

A lovely space which is not currently sufficiently used

Not until a scheme is in place for the old Richards space which would lend itself to being a square with small shops around it.

Plenty of seating so people can enjoy the space

This feels like a very small space to try and improve when larger spaces could benefit from the investment more

This seems to be less of a priority than other proposals

It is a bit scruffy but it has the potential to be a focus not just a passing point

Addition of a service - coffee mobile/snack stop/ice cream vendor; would cinema consider opening a small cafe/would a food outlet already close by take mobile catering on to draw people into the space and encourage them to stay.

This appears too radical and out of place. There would be a loss of special character, as this could be seen anywhere.

The illustrations are very misleading, as they exaggerate the distances between buildings

Better for everyone to access.

This area is obviously close to my heart and one of the biggest issues is parking, we have lost the library, courts and police station all of which generated lots of traffic so I got lots of double yellow lines but not now.

More trees

Gabb Square needs improving and maybe the paths.

Proposals to improve this area were made pre-Covid. Your proposals (above) seem unnecessarily drastic and expensive. Are we planning to land private planes and helicopters there?

N/A

Looks good

More trees along paths.

"Just how large do you want to have us believe this area is?

Stopping traffic from turning left out of Princes Street will help reduce parking loads."

Cannabis smoking still a regular event here as it is in the little park near Bannons and Prince's Street. We do not want to sit there no matter how tired.

Yes almost a missing link. More use for Made in Monmouthshire type events

See it cared for a lovely quiet space

It would be beneficial to the town to redevelop underutilised land in the area and relocate use inappropriate to a town centre location.

Yes, but we subtle paving design that reflects the qualities and colurs in the town.

Budget and support for the cinema to continue as a community creative space. Better use of the Old Library as a community space to encourage more footfall to this area.

Is there potential to expand this idea to include the old fire-damaged Richards site - perhaps a retail colonade on one side with accommodation above and the rest a public space. The fire has opened up a strong appealing vista showing natural environment (Blorenge) and heritage (restored buildings behind).

Is there money to implement the original design which was excellent.

A much neglected corner of town

More trees please

something needs doing but this visual is horrendous!

I agree with opening up the area making it more pedestrian friendly and providing additional seating and greenery. I would advocate for meadow flowers over just trees and shrubs as they are attractive and provide environmental benefits. I would want to know who will be responsible for any seating areas, if they don't belong to a business will people actually feel comfortable sitting there but if they were outdoor seating associated with the cinema, caffe or another business the seating could be really lovely. Like previous comment I am concerned with the aesthetic looking too generic and not in keeping with the character of the town

Yes but again don’t over do it and any green areas must be maintained and not allowed to decay - not in favour of degrading all of towns authenticity

Yes! this is underused and the shops there are not well signposted.

Allow Community Learning to use the old library 9am to 9pm. This would bring in extra community feeling and safety to this area. Increase funding for Community Learning to engage with arts projects and classes, wellbeing courses and events, employability skills, support for disabled people and people with mental health issues. There is a real opportunity to turn the empty library building into a hub for the community. Funding would be needed to make the building accessible for all.

Expensive and not a high priority

The reason St Johns square is so successful is that it has permanent seating and table surfaces that allow people to talk to each other face to face. While this seating arrangement shown here with planting (maintained and designed by who) protects those on the square (triangle) from cars trying to park and the passing traffic, it may not encourage that sociability. Does the owner of the Grofield want to inhabit the square? One of its challenging qualities is the blank facade its full length created by the cinema use. They could with the right kit run outdoor cinema in the better months, projecting onto that blank wall; but the space needs to be designed with the thought in mind that the cinema may not survive and what is most likely to replace it... social rent housing? The lower part of Baker Street seems the same width as the upper part and yet one is one-way and the other is two-way. Shouldn't its design recognise that.

No

Needs to include whatever may be proposed for the Richards site in order for the area to make sense as a whole.

It's nice currently. These proposals all sound like you got a job lot of cobblestones and don't know what to do with them.

Just changing the paving etc doesn't make it better - without cleaning and litter picking. Find ways to keep the cinema and a purpose for this area.

This space needs to be proactively taken care of otherwise you'll just create a space where kids will hang out rather than them having somewhere to go.

It's fine as it is, just needs some TLC

Again, as above for cross street, the need for disabled parking this end of town is required to enable the elderly and disabled to use the town ccentre

Could be an extension for food fest, vegan fairs etc.

Plenty of seating and tables for socialising.

It has already been landscaped but not maintained. Cheaper to maintain and repair what is there. Imaged show too much fancy block paving. How long would this last till dug up and replaced with temp. tarmac ?

Water fountain

As above

Previous comments apply - ensure softness and rain gardens not just hard landscaping. Engage lical people to attempt a significant community / volunteer input into its design and maintenance

Let’s change the name. Gabb is not the greatest firm for inclusion, equalit, or quality of advice . Let’s cruebtwte something more positive; a mountain or a local hero or author. Owen Sheers square? Griffith Square

It would be great to do something with the old Library building. The walnut tree outside the old Library needs to be protected.

Unsure who would sit in this space as there’s not many businesses backing directly onto it.

It's an interesting proposal and a space that need improving. However, this space is off the beaten track and not as important or contributes as much as other spaces in the town centre that need improving

Excellent idea

This would be really nice

None

The old Richard’s store area would be ideal for a park area

Love the look of it - really hoping to keep the cinema as a community cultural hub of some kind.

Waste of Council resource.

I'm not sure many people in the town have even heard of Gabb Square! You mean the old drill hall,looks pretty but high maintenance

"Exit n access is OK

No need improve as town most paved over"

Just keep to basic improvements like normal road surfaces, signs, chase landlords on empty buildings, deal with dilapidated buildings

This space isn't utilised now and I don't think these changes will improve the situation as there is a limited need to access this area. Prioritise other areas

Gabb Square has recently had improvements with new planters. Paving adequate, no need to update. A definite no to repaving adjacent streets. It is false advertising in every way. These are residential streets with a very few non resi uses. Fine as is. Abergavenny is not a theme park.

As a residential area it is not appropriate to create a busy hub in this location. The park is currently used by people looking to enjoy a quiet and private moment, often people eating lunch, reading a book or waiting for someone. Improvements to the planting and biodiversity enhancements could make this a magical place, but to turn it into an overflow area for local cafe/pub establishments would not be appropriate as it would create unacceptable levels of noise, litter and antisocial behaviour. This is not the Post Office Square.

The road is fine as it is...sort out the Richards building.

It is a 'lost space' at the moment. It is to be hoped that the cinema will remain in use and a use can be found for the old library.

pedestrianising and seating key to this

If the end of Baker Street into Frogmore Street were closed off, it would make a lovely space. At the moment Baker Street is blighted by traffic trying to take a short cut.

Seems to be a space that could be more used

Lage cost for little use

Link in old Library gardens and improve the wall around the walnut tree, maybe make seating there?

it's changes will deplete the historical town

important to find good use of Library Building and to work with owners to use the Richards/Fire damage area to best effect.

This square is a much underused underrated space so promoting it and adapting is a positive move, Lewis lane can be such a little hive of activity during the summer with the cafes but being slightly off the beaten track some don't know it's there so any improvements to build this little part would be great

As long as it is not fully pedestrian

waste of money

don't loose parking and accessibility for those less able to access this area. being able to be dropped off here on crutches meant I could access cafes, galleries, cinema and shops like Nicholas without having to walk far

This looks hideous - leave Abergavenny as it is! Ultra modern plans like this completely undermine the town.

This design would completely destroy the charm and identity of the town

Particular attention should be paid to linking this to future proposals and developments of the former Richards Site.

The design needs to change the implied road carriageways so there is not a straight run along Baker Street. Much more radical and subtle thinking is needed.

"Plans need to take into consideration potential new uses for the cinema and old library. There is not really any current reason for people to use the space beyond simply hanging out.

Consider how the Grofield and Emmeline's could use the space. It could be much like St John's Square.

Accessibility

That sound a good idea with water refills changing rooms for baby's & toilets cycle racks would get more people to come into town

Changing place toilets needed linking with shop mobility facility improvement

Bicycles should not replace the car. The Dutch make it so they share the space.

But something needs to be done about reducing the level of traffic

Town seems quite well served

Power-point of 'access hot-spots' composed by disabled resident on its way.

Not easy to place them.

Facilities for cyclists and provision of water fountains are very important

If people know these facilities were available it would create even more visitors to the town.

Clean public toilets

Agree on the need for changing facilities in the town, shop - mobility not sure about water refill points .

"Making cycling and walking safer for all

N/A

People misusing facilities need to be taken into consideration

Splendid!

Who will pay for this? Stop wasting money! Lower business rates and council tax, encourage business to move here instead of driving us away with high rates! This is just a vanity project.

Water points. Waste of money.

Its a characterful town centre and not a dressing room/refreshment centre. Please don't overegg and spoil this lovely town.

Better access and parking - better signage for Fairfeld and extent of pedestrianised areas.

Space in car park for disabled users. New shopmobility will there be appropriate car parking spaces - spaces for 16 scooters and 10 wheelchairs and turning space in front. Also dropped kerbs in front. Needs to be on a bus route to shopmobility. Please consult with shopmobility about this.

"Changing places toilet is great.

Accessibility already fairly good.

Water refill points good.

Secure cycle parking good

Improving the network of town-wide cycle routes in an intelligent and integrated way seems more important to me than building cycle stands. One can park one's bike anywhere (railings, lampposts etc) but the key priority needs to be to make cycling (or walking) into town less dangerous and the preferred option over driving.

no one cycles into Abergavenny, the recent cycle track is never used and is an eyesore and dangerous for pedestrians, cycle rackls wont get used. Not many people will use a public water refill point unless it is kept hygienically clean. both of these will be a complete waste of money . enhanced shop mobility may be useful for some people.

Toilets are quite hidden for visitors.

The biggest lacking area of the town

Work with organisations like the sociability app.

Definitely water filling points

To include emphasis on signs at cycle racks re: no cycling in pedestrianised areas

Please keep our WCs open and free to all. Thanks

Some more accessibility for the elderly as my parents struggle at times. More benches to rest and more for neurodiversity

Only if new facilities are regularly cleaned and maintained - see bus stop outside Tesco - lots of money work but no one looks after it - so starts to look crappy

Dropped curbs are needed at all crossing points. Cobbled streets are difficult for disabled people to use. Patterned public squares and pedestrianised streets are difficult for people with visual

impairment. Design of pedestrian areas needs to be level access and uncluttered. Street signage should be minimal and not obstruct access.

Water fountain[s] and more cycle stands needed. Don't know if more disabled access work is needed.

Water refill points would be a complete waste of money. And no one will use the bike racks. No one uses the cycle lane that cost thousands so why waste money!

Should look at Fairfield Car park edge for location of similar facility suggested for Castle Street Car park on site of former pensioners club, to balance up attractiveness of the two main car parks closest to the town. New toilets to replace those in White horse lane

Would definitely attract visitors to the town. Better public conveniences are essential.

More toilets are a must in town. And more benches to sit on

More cycle stands and places like St Mary'sand the Bike Shop

We need more cycling infrastructure to ensure safe movement into town for cyclists.

Don't introduce shared sex toilets

As a care home manager we find it difficult to take clients into Abergavenny. Although pebble streets look nice they are terror wheelchairs and there is limited accessibility in general

Bike hire scheme, similar to Boris bikes in London.

Again better access for disabled people

Too much focus on cyclists, too little on the actual shopping areas

Would love to see water refill points, especially in our parks.

Think about maintenance now

I cycle to work every day and am fortunate I can leave my bike in work. Covered bike storage would be a very welcome addition.

Like all of this except the cycle stands in a town centre. Cyclists are supposed to use the roads and this would be encouraging them to cycle on pedestrian ways.

Need more cycle stands in town centre, including some safe undercover storage.

Much better cycle parking is absolutely essential

Some very good points. Need more public toilets generally in town .

As above

See above regarding planning for the future - biodiversity and climate change but also provision for active travel (walking / cycling buses for schools), families and particular recognition of the needs for women and girls to enjoy the space with confidence

Definitely new toilets by the side of Cibi Walk.

There needs to be changing places for people needs it

Like cars - bikes are getting bigger so cycle storage must accommodate that.

Abergavenny has a lot to offer and these proposals will enhance the town for residents and visitors

Existing cycle stands are barely used. Why do we need more?

Water refill points would be great. Babychange don't forget to have accessible for pram.

Definitely free water refills

Consultant an Access Consultant from the NRAC, 'improvements' which I say lightly have been made before on the advice of local access groups who are not qualified in this field and it turned out to be more about aesthetics than accessibility

Improved accessibility around town is required, who will paying for the cleaning of the changing facilities etc?

It is possible to spend public money several times over on attempts to make all things available to everyone. Too much concentration on total inclusivity will result in a ghost town used by nobody.

You have lumped too many things together in this question,more toilets and changing facilities yes,the rest is another waste of money!

Absolutely - there should be better bike facilities and refill points! And make sure it is more accessible for all.

Yes to shopmobiloty

Improved cycle stands would be great but need improved bike access into city centre too

This would be a good thing. I have a stoma and need to use accessible toilets and a changing area would be welcomed

Yes definitely but a lot of previous questions inhibit disabled people

As long as it fits within the character of the town

Agree in the actual town centre. The concern is that you pedestrianise too much on the edges of the centre which puts people off visiting.

"Can we see vastly more cycle parking and also more fixed pumps and possibly toolkits which were mentioned previously by mcc parking

What little the young people see to have to do is cycle around and use these facilities daily outside my office in lion street"

As previous comments. Cyclists can change in toilets. Disabled toilet with hoist unrealistic. Refurbishment may be needed, in particular to toilets on White Horse Lane, not mentioned at all in consultation. No need for more or new buildings for these purposes. Waste of money. OK to provide cycle stands though those I see are largely unused.

No

Movement along pavements for the visually impaired is very problematic. While planters and public seating are welcome, these along with existing street furniture, cafe outdoor seating structures and

enclosures present difficult and dangerous navigational challenges. The existing arrangements and placements need thoughtful assessment and alterations made to enable inclusive use for all residents and visitors.

I also think there should be provision for young families and allow for them to enter and move around the town centre freely. The use of the car in areas of market street and St Johns square can be dangerous for children and adults as cars and pedestrians share the space without clearly defined zones.

My mum had an accident in her wheelchair because of a pothole on a crossing...sort out the crossings you already have and make sure they are safe before you spend money on new ones.

Accessibility must include blind/disabled people

Definitely support the addition of changing places facilities

Definitely need to improve toilet facilities in town especially to assist people with bowel conditions and to have better maintained toilets as we always go to Wetherspoons or wait until we get home

yes this is one of the strongest proposals

Please see my earlier comments about the need to include people with various disabilities at all the planning stages. I would be happy to take part.

As someone who regularly cycles to town, improved cycle stands and more of them would be welcome.

"These type of improvements should be given top priority as probably many can be achieved within the limited budget likely to be made available in the foreseeable future.

Plus they are likely to benefit more people and enhance the town for residents as well as visitors which is essential to keep the town alive."

We need more intown services

"Changing places facility will be really asset.

Secure, Lockable bike storage with capacity to charge electric bikes would be good. "

Accessibility improvement is vital in a town with a larger than average elderly population. And improvements to cycle stands / cycle safety is essential in an old town with narrow streets which make the provision of cycle lanes difficult or impossible.

As someone with limited mobility, improvements to disable access are very welcome.

the topography of Abergavenny will mean that cycling will never be a viable option for anyone who is not super fit.

having recently had a new hip and then a foot op, accessing cafes in town has been limited by lack of disabled toilets. accessible facilities are needed in all areas of town. I can't walk more than 2k steps at the minute, so can't get across town to disabled toilets.

Toilet facilities and changing facilities are already in place e.g. at the back of the market. However, I believe that these should be hygienic and clean at all times of which is not the case.

The town already has a number of these facilities however they are not being maintained effectively

"The pedestrian area in the town centre should not be a place for cyclists. There are several cycle stands in town that are rarely used. Drivers leave their cars in car parks, why can't cyclists do the same? If provide with good, secure facilities they would be encouraged to cycle to town. Providing more or larger stands in town would clutter the town and in reality unlikely to attract more cyclists.

Water filling stations can be in public toilets. But all cafes and pubs can provide water if needed. The cost of installing, maintaining and keeping frost protection is an unnecessary burden."

Demolish White Horse Lane facility to enable space to be used for something fit for 21sr century.

Please don't call any of them a 'hub'.

Do not want cycles being ridden into town centre through pedestrian areas to bike stands, enough problems with bikes being ridden now and inconsiderable mobility scooter drivers.

Make sure the needs of non-binary and other gender-non-conforming individuals are met.

Quick Wins

Adopt a coordinated style of street furniture, eg. seats, benches, visitor information, etc

"More benches

toilets

changing rooms

Cycle racks

Water refills

Promoting town centre property improvement grants - potentially massively enhancing the overall look and atmosphere of the town centre

Signage and transport to and from station

Signage, accessibility

I didn't notice the quick wins. For me it would be to replace the old playground equipment in swan meadow and to target national shops like M&S to tempt them to Abergavenny

Signage from A456 and A40

Allow delivery access to all retailers at specific times of day, support the small businesses, encourage the younger generation to set up a business.

Accessibility audit and town centre property improvement grants

Signage and waymarking. Shuttle from train station

Improve signage

town centre property improvement plans - would enhance visual appeal of some properties that can look dilapidated.

No preference

The cross street junction would make a big difference followed by the access to the train station

Vacant plots - easy to deliver if Senedd would reduce Business Rates

Gabb Square and Safer Access routes

"Quick wins to be avoided. Temptation to go for quick wins. Bring all sectors together.

Improve access to better public toilets.

Not sure if this is easy to deliver but making it easier for people to cross the road the Angel corner.

Safer pedestrian area right through town

Why fix what is already working in the town just update what we already have.

"Signage from A40/465

Accessibility audit.

Town centre improvement grants."

Signage and tree plnating

More social housing, improvements to shop fronts, paving to be fixed

A town for all, raised road around the angel corner, move the post office building.

All

" To address underused spaces at junctions on

the A40 such as Lower Cross Street/Monmouth

Road and Park Road."

Llanfoist Bridge

Access and signage

Changing places would be great. The lack of these makes us head home early! Accessibility survey is also critical before doing anything at all, surely.

The routes into Abergavenny. Improve the Post Office building and bring back the post office counter back there along with other services such as banking, etc etc. into the building.

None would meet the need. Roads are crumbling, rates are too high and we have far too many councillors trying to make a name for themselves

Improvements of vacant properties.

"Too much money spent on tech which never seems to work.

A quick walk through town reveals shops and houses that need mending.

The HSBC building has broken windows. The new barber in Market Street has a hideous sign. The vape shop next to Bannons is a disgrace."

"Improved signage

Improved pedestrian access"

Signage

Improve arrival point to town bus station with better landscaping, less concrete.

Any of them but critical is ongoing maintenance which is often lacking and keeping updates.

Pedestrian access

"Tudor street improvements if done well

Changing places toilet"

Improve town centre properties

Promote property improvement grants to town centre landlords

pedestrian crossings by the angel

Improvements around the entry routes and pedestrian routes from car parks, A40 issues (get back with Welsh Gov looking at re-routing), Bailey Park and routes from railway station

Encourage landlords in targetted properties to improve them.

Toilets

In my opinion there is an immediate need to entice bespoke shops to the town to take up the empty units. Abergavenny is a hive in the evenings but could do even better. Having unique stores available to visitors that can’t buy certain items elsewhere would have a massively positive (and quick) effect on the town. Maybe look at rates/rents reductions initially to allow the businesses to secure their setting

Digital marketing might be a quick win as it doesn't involve physical change. Increased footfall from this might help shops etc in town centre and reduce empty space

Updates to Cross Street and better signage

Target vacant properties for improvement and supporting town centre organisations to work together on events etc. A visible community noticeboard.

"If everything is too co-ordinated in style it can look rather institutional

I like bi-lingual signs - please keep/extend - some of us do speak welsh."

Pedestrian access to town with more crossings especially by the Angel corner of A40

reduce street clutter and obstructions. loads of it everywhere. old signposts, commercial signs (A-boards) blocking footways, extension of cafe seating to a point where you can't easily walk around, let alone use a wheelchair or a bike.

Wider pavements/further pedestrianisation

"Vacant properties and improvements to town furniture

And pedestrian improvements "

Improve accessibility and pedestrian experience, from train station to town and throughout the town focusing on Cross street

Jet wash streets - particularly high street - clean up litter bins & cig bit butt bins . Encourage dog mess disposal. Resource planting volunteers to introduce more greenery into the town. Encourage shops owners to clean up their entrances and take a pride in the town - some do many don't.

Town centre organisations to work together to promote events. Having a proper centre for Afult Community Learning will be a key part of this.

Signage within the town and working together are top .

Gabb square development

Need to study this again.

All sounds too good to be true!

Slowing down vehicles on Tudor Street.

Community activism

Reduction of larger vehicles through town

Replacing and upgrading the toilets by cibi walk

Get rid of the cabins in Monk Street, Clean and tidy the town. More events in Market Hall - give reasons to go onto town each day

Identifying and promoting vacant properties

Filling empty shops

Safe access.

Putting more for the kids would invited alot more equipment in the park ie splash park would bring in so many more people and families to spend in the shops rather than driving though are town to get to these other towns that have thought about families rather than individuals.

Unsure

Events & vacant properties.

Roads and safety!

Zebra crossing at Monmouth road to castle meadows.

Target vacant properties by encouraging independents to open interesting shops

Improving green infrastructure within the town

Temporary urbanism in vacant shops

Better accessibility for people with mobility problems and also more toilets

Llanfoist bridge, renovation of vacant buildings

it isn't on there but improved signage at train station, bus station don't need it at Bailey park as you can open your eyes and see where to go.

"Improve links up Beili Lane

Promote town centre property improvement grans, signage and artworks on Bailey Park railings.

Focus on Gabb Square initial phase of works."

"Working together is the key.

Lowering business rates and rents would help new start ups. Maybe a ""pop up"" area for shops to try the town before they commit. Empty shops are becoming more obvious. We are lucky at the moment but things will change if nothing is done."

The smart tech proposals are gimmicky and probably a waste of money

Improved signposting to Heritage sites?

Improvements to the look of shop frontages and general face lift on pedestrian areas, Abergavenny has lost a lot of independents and it would help to rejuvenate

Water stations

It would depend on cost and what the community feel is best value for money. Please define quick wins, 1 year? 2-5 years? If you want a true community Co productive approach then you need to work better and closer with the community, it's groups, businesses and just people. I haven't seen the sort of engagement and I'm in town everyday.

Benefit to cost ratio should be considered ahead of speed of execution. Better to invest firstly in those proposals which will have the most significant and enduring impact - even if execution take longer. Like improved pedestrian environment, better access and facilities for cyclists, and enhancements to

appearance and diversity of stores in lower cross-street - which has largely just become a fast-food collection point.

Lower Cross Street and Park Street area a priority.

More greenery, signage for businesses to promote for free, working to fill vacant shops, cross street improvements.

Town centre property improvement grants

New toilets, pedestrian areas and filling maxibargains with a new shop. Shops like maxi bargains, Iceland, Poundland and B&M makes the town look cheap. More independent shops or shops like m&s.

Yes

Angel corner, and the a40 by Tesco both need improving as traffic density is increasing.

The area outside Shackleton's/ the old buttons, is tatty, full of confusing signage and a huge CCTV post. It could be a central focal point. What about a competition? To design a statue or fountain (clearing the current signage to more discreet / beltter locations)? Like fountain court in London, for example; a low fountain with Welsh stone benches surrounding it and trees?

Improving access, road development and town centre improvements

I think sustainability is more important than quick wins

"Better landscaping

Angel corner

Also can the council please get over itself and encourage some of the main players back into town so we don't have to go to Cwmbran for things like kids clothes, general clothing (current choice is market, high end or peacocks) we need more shops for families and not just coffee shops and those for older adults with no kids "

Improved signage, toilets, improve shop fronts.

Improve cycling infrastructure

No such thing as a quick fix, ask the NHS

I know the town council has won an award for its use of smart planting and it should be encouraged to do many more smart things with signs and information

Don't really have enough information to appraise the proposals in terms of 'quick wins'

Frogmore St & Gabb Sq development.

Town center organisations to work together on events

More greenery

Improving key gateways

More seating for people to stop and chat.

It shouldn't be about quick wins, strive for equality and equity first

Address the underused spaces

"Undertaken an accessibility audit across the town

Commission a feasibility study into a changing

places provision in the town centre.

centre."

The roads being improved

Na

An Accessibility Audit would be a priority for me. It's only when someone in your family suddenly needs a wheelchair that you realise how appalling the pavements and accessibility are in general in Abergavenny !

The least expensive wins are better.

More trees?

Some

Anything to improve access for people with disabilities.

Seats and benches

Signage on A465 and A40 and Bailey Park. Address underused spaces at junctions on A40. Promote property improvement grants

Technology

"Abergavenny has become a dog toilet and unregulated street parking.

The whole public streets areas are stinking and businesses and buildings and signage with dog urine."

Targeting vacant properties.

Cycle parking hands down

Underused spaces along A40 and other areas of council owned land. Accessibility audit could be useful, but I see many people with walkers managing ok. Review of existing signage. Traffic volume audit and speed audit at roads of interest (Tudor St, Pen Y Pound, Monmouth Rd, Brecon Rd, A40, Angel Corner) with review following.

"Promote town centre property improvement grants

to town centre landlords."

Not sure

"Undertaken an accessibility audit across the town centre, see 31 above.

"Installing sensitively designed signs at key locations to provide information, promote businesses, attractions and trails

Build on digital and smart technology to more efficiently manage and promote the town centre

Work to ensure pavements are for pedestrians, prams and wheelchair users and not for car drivers to park on.

In view of the limited budget available I would suggest choosing those options which enhance the experience of pedestrians in the town.

"Lucie Parkins idea to paint footprints on the roads / pavements to lead people through the town (including market and Lion Street where the cookery school is based) The footprints +/- green lines for bicycles would have several functions:

1. Reassuring pedestrians and cyclists that they really DO have the right to walk this way

2. Reminding drivers to share the roads safely (hopefully)

3. Leading visitors to explore new areas of town that aren't immediately obvious eg. The Courtyard / The Gaff, Lewis Lane, Broadleaf books..."

Target vacant properties

None of the quick wins really address the retail need Abergavenny is lacking

"Improving safe spaces for young people.

Addressing any vacant shops / premises. "

Reduce car parking charges would increase more visits to town

Enhancing the market hall

"landscaping.

Promotion and integration of key assets like the Borough and Melville - engage the rich local arts communities and businesses in this. This needs imagination and skill to develop - there is expertise locally if not in the Council that needs to be drawn on more"

"Promote town centre property improvement grants.

Tree planting and coordinated design signage."

"Better toilet provision, including a Changing Place toilet but also replacement toilets on White Horse Lane.

This would bring immediate improvement in basic facilities and attract more people to come to the Town Centre.

More street benches. Better town centre signage. Removal of the few obstacles to ease access for blind and people using mobility scooters.

Renewal and improvement of tactilling where required.

Rerouting the main cycle route away from the town centre.

Improving the crossing of Market and Lion Streets"

Improved access and tow centre facilities

Maybe a poll just on this would help - any improvements will be a win.

Improve vacant buildings

Disabled hub in Castle Street

Town centre property improvement grants for landlords. I support the Abergavenny Transition Town (ATT) proposal to greatly increase the provision of affordable flats/homes for the large number of low-paid employees in the town (e.g. hospitality and care employment).

"A coordinated style of street furniture and signs would meet immediate needs and be easy to deliver.

As for targeting vacant properties, Monmouthshire Council.would.do well to reconsider 2024 changes to business rate exemptions that forced the closure of a vibrant gallery concern that I was a member of.

Reconsideration of such rates would help more unique local businesses to survive - this is essential to enhancing the value and character of Abergavenny "

Improve bus link from railway station to town centre

Make town more pedestrianised and safer pavements and roads

Improved signage. The money for all the remaining projects would be better off being given to other towns that need it more

I don’t know what the quick wins are. Maybe the coordinated furniture etc. Yet, coordinated benches and furniture were put in place a few years ago so I don’t know how this could be better achieved and planters/plants a few weeks ago.

Town centre businesses need to be included in any decisions that are being put forward as these are the people who will be impacted the most

Improved toilets

Town Centre signage and linkages. Changing places toilet could be if suitable site is found. New smart tech gateway has better capacity to support footfall counters and sensors across town.

What are these quick wins?

Adopt a coordinated style of street furniture, eg. seats, benches, visitor information, etc

Signage

Widening pavements and removing on-street parking on lower-cross street would probably be the cheapest/easiest.

Missing

Tidy up bottom end of town from the bus station

Accessible signage

No clear strategy to tempt national shops into the town - I suspect a lot of work is needed to attract them given the age of the population especially during the week

You should at least make an attempt to stop large lorries driving through town if they are not stopping in town or add a weight limit to reduce the amount of large lorries

"After implementing any improvements to Abergavenny please don't forget that we also need more Police in the Town to prevent the New Development being destroyed, sadly Crime is up, and I wouldn't like to see Monmouthshire wasting money.

One thing that does concern me as a Walker, the Town needs an accessible Bridge across the River, it is very dangerous walking on the Bridge with the heavy traffic, Lorries, Buses, etc. Please look into this matter before someone gets killed. Pushing a pram across the Bridge in Llanfoist is very dangerous. Thank you for reading my comments.

Jacqueline Hart"

Local resident who live outside the centre are not serviced by regular bus services. Current services from Mardy run hourly and only until 5/6pm.this does not encourage less abled residents to visit the centre and make use of the social events & hospitality venues

The junction by the filling station on the A40 needs to be widened so it doesn't back up when someone is turning right

"Your proposals are going to be stretched by significant planned town population increase. MCC are unfair treating Abergavennny by loading town with extra housing and protecting Usk & Monmouth.

To make it the place people want to live - need better access to hospitals - where is the promised improved road to The Grange - Who is having the final say in that - MCC or Landowners with far more power and influence??"

Heritage buildings need to be kept in good order. These are much appreciated by residents and tourists. More open areas for wildlife and green spaces of interest.

Abergavenny is an outdoor town but from walking around you wouldn't think it. We have a few outdoor shops but nothing that makes up the fact we are surrounded by beautiful hills and walks. We should adopt signage, like they have in the Alps, that gently guides the way, from the town centre to some of these hills.

"Increased parking spaces at train station

More / improved public toilets "

Fabulous proposals that would make our fabulous town even greater.

Put the 30 mph back on the main trunk roads in Abergavenny

Please pedestrianise the town centre, pedestrianise Llanfoist bridge, bring B&Q, Lidels and a proper size Tesco to the town. How about at the empty Turkey factory. Stop Pontrillas wood lorries cutting through town. Wider paths needed all along Hereford Road to the new houses at top of Mardy. A proper user friendly police station back in town centre. Police on the streets (on Saturday there was a

gang selling fags and tobacco in town but no one to report it to). Bring back 30mph on Hereford Rd. We need a proper post office.

Encouraging businesses other than cafes, bargain and charity shops e.g. Hardware, affordable clothing

"Parking charges need to be changed in town - something such as spend £10 in a shop and get your parking ticket validated, or first hour free,

QR codes on some of the historic buildings which leads to pictures of what it once looked like, of who lived there etc - we don't make enough of our history.

Some sort of well-being hub with treatment rooms available for practitioners to rent per hour if necessary, such as the one in Chepstow - https://www.thewellbeing-centre.co.uk

"Food festival needs to work more with local businesses.

Llanfoist Bridge, a safe walking route please

Most things are covered. You can't do all things at once

Not enough focus on teenagers, children and babies. As I said above, Swan Meadows is such a wasted opportunity. It could tick the box for bus station and train station visitors too. More could be made of Bailey Park too. It would be amazing to have more of a wooded play zone like Linda Vista. There's so much space to do more! It would become such an attraction.

Please make Abergavenny attractive to young families, young people and children. More good shops for them less charity shops.

Yes, lower business rates and encouraging business to town, this will drive up council tax and that is bad!

Not everyone is computer literate. Thank goodness we have Santander, Lloyds, Nat West to enable us to do our banking.

Please give consideration to traffic lights to control Angel Corner. Lights were in situ for 18 months and the restaurant in Monk Street went up in flames. Lights worked well, traffic flowed, pedestrians were able to cross Monk Street and Angel Corner.

"Please ensure that dropped kerbs and tactile paving is available

1. Outside shopmobility

2. Upper Cross Street

3. From Market Street to join up path with Morrisons

Pen Y Pund needs to be crossing to get to Brecon Road.

Car parks especially Brewery Yard need resurfacing and painting.

Please could something be done with taxis all parked outside Tesco though they are more needed at train station and bus station."

Managed contraction of town centre to create a more vibrant core. Encourage re use of vacant shops for residential purposes in peripheral areas. Consider town scheme to repair or re introduce historic/architectural details.

"Getting back to talking with the Welsh Government about re-routing the A40 which would help lessen some of the HGV traffic through the centre. Having seen the amount of pollution related dirt on the pillars atAbergavenny Baptist Church you can see what all the HGVs do add.

Pontrilas Sawmills had previously asked their lorries to go over the bridge on to the heads of the Valleys. But seem to now be coming in on Brecon Road and then up Hereford Road again.

It's more the roads by the Angel that on that bed the through traffic of HGVs doesn't really support it. "

"Not apparent, and I am sure consultation has been undertaken with teenage students and young adults, but it would be good to understand how they think about the town and what may keep them here? I suspect most leave and come back.

Understanding and potentially moving to change the demographic of the town including more feedback from people from ethnic minority backgrounds would be useful to understand if ther is any. "

Toilets. Signs explsining heritage and history of town especially rural history as its a rural town.

One of my main complaints is that the food festival especially, has become far less interesting for visitors, especially those who used to travel significant distance to attend. I have some thoughts to improve this which are a little too lengthy to explain here. You can contact me here paulboote1@gmail.com to discuss.

No specific ideas for young people. We need families in the town so we don't have an ageing population and the town can remain strong in the future.

Improving signage for visitors

"Bus service to and from station - urgently needed.

Bus service from Nevill Hall hospital to The Grange then to Roya Gwent - most urgent need."

Better parking and a hoppa bus on periphery of town centre to help reduce traffic in the centre of the town.

"Old Post Office could be redesigned/repurposed as an art gallery/flats - so it draws people in and looks attractive and 21st century.

Previous Richards shop- space could be developed around quadrangle - small business and shops on ground floor/flats above with entrance to space in centre for garden with benches, trees etc."

Focus on tidying up the town rather than creating more things to look scruffier

something new and good for teenagers

Improved digital technology for the disabled

A lot of the proposals sound great but I would like to once again emphasise a need for any changes to be considerate of the towns character and look to maintain and enhance this and not try to make the town look modern / generic.

Abergavenny is a great town but it needs to constantly fight threat of decay - need to clean streets keep funding greenery - keep litter bins spotless and maintained - build a sense of care and consideration to keep the town's appearance and authenticity.

There is only brief mention of Adult Community Learning. This vital service has been drastically hit by the move away from its own building. Classes used to run from 9am to 9pm in 3 classrooms and a kitchen and garden. The building had level access, parking, and was accessible to all. Adult Community Learning is now restricted to just part time use of the library's Community Room and Mayor's Parlour. If given space, Community Learning can be a centre for learning, community cohesion and bringing diverse groups of people together. Adult Community Learning is funded by Welsh Government central funding and cost recovery courses. If a building was made available it could be a key part of bringing the town together and could participate in wider events in the town eg: arts, writing, food festival. It does more than just deliver education, employability and leisure classes: it can be a safe place to bring together everyone in the community, with a particular focus on people with disabilities.

Probably

"Sorting the dangerous and much used crossing point of the A40 where Lower Monk Street meets the A40 and allows pedestrians to then reach the town centre and Morrisons and use safely the contra flow cycle route up Lion street. Re-locate the pedestrian lights currently further down Monk St to this junction.

Reinstate the avenue of vandalised trees on Lion Street.

Sort the unpleasant clash of cars parking and pedestrians plus, in the future, more cyclists coming up from the Meadow at the parking site opposite the Tudorgate surgery. Re think locating the car parking currently in that confused area, onto Tudor street in lay-byes between the trees.

Explore more radical ways of possibly closing to vehicles the Castle end of Castle street and the section passing St Johns square by re-routing all cars into the Byefield lane car park entrance on Tudor Steet and then connecting with a new road up to castle street car park. Close Lower Castle street to vehicles as well.

Execute an outline speculative design of how the whole ex-royal Mail and used BT site could be repurposed and opened up for for more active uses retail/ hospitality and social rent housing, connecting the axis of Flannel Street directly to the Castle street car park, taking down the blue engineering brick wall, and taking a route across the current PO van yard.

Prioritising the provision of social rent housing at every opportunity in the town centre."

Improve Tourist Information services

Although the Angel corner pedestrian crossing has been mentioned, a real solution isn't achieved - even the ATT proposals admit it's a tricky one. Tackling re-routing of large HGVs is vital.

These proposals are largely about hard landscaping and not about place. I don't really see them driving improvements in Abergavenny as a place to live. I'd love to see proposals to tackle air pollution, traffic noise, and to boost community engagement and activism.

Ongoing Maintenance and clarity of Purpose in plans. What are spaces for? Also, the Gunter House development doesn't seem to be included - nor the new garden centre - re parking and pedestrian flow

White horse Lane

"The town centre doesn't need to be suitable for ""the youth"", they just need somewhere to go and some accessible activities that would interest them. Kids don't have money so aren't going to pop into town to hang out and even then they don't want to hang out where you tell them to, that's why they end up on park benches in Linda Vista or Bailey Park. They want places they can grow and explore the world, themselves and the interactions between them and the world, they don't need another ""youth centre"" unless you're going to actively and continually support opportunities and activities.

Supporting the youth of the area is about giving them opportunities and giving them access to knowledge and activities that'll help them. A space for different activities is great but without continuous support and funding creating ""space"" for them is short term solution "

"Protecting the residential streets within the town - for example:

resident only parking,

stopping rat runs - Baker Street & Merthyr Road

A one way Merthyr Road - a conservation area with more listed buildings than any other road in Abergavenny and yet traffic is funnelled down rather than using the A40 & newer link road to the river. Reduce traffic pollution in town!"

"One way system up mardy, in gwent road, out midway lane.

Use the market, river and castle for more events.

Variety of shops, no more coffee or charity.

Cobbled squares, vegetation all around."

Lack of consideration for the type of shops in town... too many coffee and charity shops.

Drastically improve playground near bus station

A quick win would be to provide more maintenance and cleaning of what is existing.

Please do not cover the town and parks with more signage. Money would be better spent on improvements to the town and Bailey Park.

Adapt the city center to climate change, make space for nature in the city, bike lanes !! Renovate the games next to the central bus station and Abergavenny signe

Better accessibility for disabled drivers in the town centre area

More and more people are becoming ‘greener’ and wanting a cruelty free/environmentally friendly lifestyle so the town should reflect that and grow with that

Yes. Please finish spending the active travel budget on Abergavenny and bring some active travel intervention to Chepstow. There is no active travel network here, minimal specific provisions for people on foot or on bikes. What do we have to do to get some attention for citizens down here?

something for the 0 - 18 years olds. A lot of the plans are not necessary

More emphasis on making the town public transport friendly, especially for cyclists and walkers, and people using the train station and buses.

Change parking fee back to 9-5pm

Improvements in Market Hall

Improved cycle ways. The current cycle paths through Castle Meadow are OK up to a point but the entrances and exits are poor (the one near the Llanfoist bridge is diabolical!). It's like the town is pretending to be cycle friendly but in practice saying to cyclist that it actually hates them.

We've long been promised a new cycle and pedestrian bridge, which is a much bigger priority than most of the stuff in this plan."

"Increase number of public toilets.

Free parking

Don't spoil the towns old market character.

"Get a M&S to come to Abergavenny

Incentivise return of independent shops

There needs to be more places for young people. They're hanging around outside shops in trolley bays, they're vandalising the town out of boredom. The potholes need to be fixed also.

"This is not an easy read. Therefore anyone over the average reading age would not be able to understand them. I suggest you are not being inclusive in your approach to engagement. The drop in times weren't accessible to most people and publicity about them meant that a lot of people missed them due to work etc. Your plans on a shop window are small and inaccessible for those people with sight impairment. Crossing the road at that point is challenging and so many choose not to. Not all older people can and use online information. I am concerned that you have not truly wanted to engage with the community on these proposals.

Regarding the proposals, they are principles and do not provide detail. This is a shame because I'm sure the town and it's people would like to hear more about it. "

"Rain gardens and other sustainable drainage provision given higher frequency of deluges and, potentially, areas of shelter

Consideration of biodiversity connections across the town

How the town responds to higher temperatures in summer, for example shading of streets / gathering areas

Recycling arising from deposit return schemes, and ensuring extended producer responsibility is statutory not voluntary and funds it"

Any policy on begging and homelessness? Provision of shelter etc, given that this is likely to be an increasing issue in the town in future...

Ditch all reference to Gabb square. Rename to celebrate someone / something local (don’t assume Gabb is an equal pay or exemplary employer)

"Regarding your questions on living in Abergavenny (health/community etc) I have no idea but had to provide an answer, similarly cycling facilities. Most cycling is for exercise purposes not to visit town centres and spend money.

Monmouthshire has commissioned this survey and one on Usk town. How much did they spend on these fabulous presentations? How much of my council tax? In the case of Usk town, nothing happened/will happen. Both surveys includle the recommendation that further survey work should be carried out - why?

The main problem with Abergavenny and Usk is that the Usk river bridges need improving/replacing, there is no stomach for this hence the surveys to recomend fiddling at the edges.

Some of the current street furniture has not been well laid out and blocks pedestrians. Outside Boots and on the corner by Shakletons for example.

Conscious on costs and how this impacts budgets.

"Feeling really sad that you think you are improving what was a beautiful market town, we be looking like every other town if 20% of this goes ahead. And where is the money coming from.

If you really want to improve things start with the basics, you want to be called a Market town start thinking at what a Market town should look like "

Targeting vacant units - this must be done with a view to health inequalities - we do not need more hot food takeaways or permissions granted to change use from retail space to takeaway outlet. Neither do we need vape shops or convenience stores targeting unhealthy products. We need destination spaces e.g. climbing centres, roller skating ring, trampolining, etc. AND more NHS dentists surgeries

You like Donald trump living in fairy land

Acknowledge and celebrate our historical heritage. Gunter mansion restoration - excellent but do something about the very special raised and colonaded shopping area in Market street. Built in c17 it is Grade 2 listed and the only one in Wales. There are other colonaded walks built for the well-to-do in their private grounds but as a shopping area it is unique and a treasure. We lost a large chunk of the towns Tudor area - don't let this go too.

No - I would like to see all the proposals implemented

The lack of taxis in the town centre is concerning. Once the trains have finished or if it is raining it is virtually impossible to get a taxi on weekends, which definitely discourages people from staying in the town for longer or choosing Abergavenny to go for nightly entertainment.

for heaven's sake don't go ahead with the ill thought out crackpot scheme to flood the town with hundreds of new houses on the greenfield hillside site on Little Skirrid!

Need all of the above sorting

No I’ve said already

Encouraging a M&S or Next to enhance the shopping experience

Abergavenny has an elderly population we need more benches everywhere

Just road and street improvements needed

This needs to be done in all areas not just the town centre Whitehorse lane is one example that needs magor support and improvement it is a terrible lane always dirty the old toilets are discusting

"If Active Travel widened pathways through Castle Meadows go ahead whilst improvements from the train station along the A40 are also made I, for one, will be livid! There is no need to spoil the meadows if alternative routes for cyclists are safely offered.

Abergavenny is a wonderful place to live and a really attractive town for visitors too, but please keep in mind those groups who are generally marginalised and provide for them too (14-18 year olds, disabled, trans people and those with less money)."

A trusted workforce of individuals to clean and maintain the town centre. Street sweepers armed with wheelbarrows, brushes and shovels. Recognition that the town is in the 21st Century and all facilities should be available seven days of every week. The town should be open for business early in mornings until later in evenings.

"No matter what is done .from experience with being carer.....since pedestrianisation and street closure

Clients have stay away as can't access...walk to places....."

also need to attend to the basics such as highways maintenance and pot holes on approach roads. Road by the entrance to Linda Vista Gardens is poor.

Focus more on public transport and linkages within the town and improve bus services-think about those that live outside of the town

Why not build on links between Abergavenny and Owain Glyndwr. A major historical figure who had a lot do with the area, yet he's hardly mentioned anywhere.

Improving Leisure centre facilities . Providing safe lock ups for e bikes to attract cyclists using the canal to spend time in town centre cafes shops etc . Install secure visitor and tourists luggage storage ,so they spend more time in town after booking out of accommodation, or people en route to encourage them to spend the day here .

The proposals are wide ranging but the concern is that they create an imbalance between car users and pedestrians in a rural area. The town centre is largely pedestrian friendly and doesn't need as much change as proposed to give it a modern feel. More soft landscaping and a focus on site lines would create a better lived experience

Lion Street is neglected as a link between spaces in the town - really it should be largely pedestrianised (or shared space as at the junction with Morrisons entrance/ market street) (except for access) and the parking perhaps made specifically disabled friendly

Coordinated look at Council owned land to improve streetscape by tree planting. Lower Monk Street verge poorly thought out, trees removed and 2 odd trees planted, one has died. The Castle and Museum is not given much thought. Gunter Mansion/Belli Lane one for consideration longer term. Overall, the placemaking improvements to date have been good. Apart from restoring the Lido, not mentioned, the balance between vehicle and pedestrian movement needs attention only in key places, e.g. Pen Y Pound, also not mentioned. Abergavenny is a small but lively market town as is, for both residents and visitors. Part of the joy of discovering a place is just exploring it. Everything does

not have to be be signposted in paving for tourists. Layers of public improvements over time are fine. Money should be spent judiciously.

No

To support the mixed commercial/residential use of the Town Centre, in order to create an inhabited Town Centre, offering a variety of types of accommodation and ensuring safer more inclusive community.

As I've previously mentioned the town centre as it currently stands is difficult to move through during inclement weather and with the unknown of climate change the town centre needs to be inviting and nice to visit and move through during wet weather, stormy etc and warm weather which it currently doesn't. The maintenance of existing infrastructure would be welcome as the proposals outline a number of new infrastructure enhancements by improving gateways to the town centre but if the town centre itself doesn't match the expectations its an opportunity lost. Abergavenny is a well liked and visited town and the footfall in the town centre needs to be retained.

See comments above re. Llanfoist Bridge, improved leisure facilities and working to reduce /divert amount of heavy traffic through town centre

Free parking like Cwmbran or not a free car park on a hill

"Extend the pedestrian friendly road surface from Monk Street up Market street to form a circuit around Shepherd's Ice cream, Little Green Refills and our Courtyard. With signage at Boots to direct visitors down Market Street. And paint the horrible brown shuttering / doors / guttering of the Market Hall exterior with something brighter and interesting.

Yes! Decent high-street shops for normal working class people! Clothes, shoes, greengrocer... Affordable entertainment (bowling, crazy golf)? Sort the pot-holes! No more cafes, expensive old-lady clothes shops, charity shops. Clean the town centre up, half of it is nice, half is filthy.

Also encourage more local businesses to town too many charity shops - close magic cottage at ild bank site complete eye sore and less coffee shops. Provide shops we actually want to buy in

Opportunities for leisure. The leisure centre needs to be improved

'|Developments should be anchored so that they meet strategic goals - 1. improvement of air quality on roads and in town 2. increase active travel protential 3. build on existing assets esp in arts and culture to enrich the lives and community engagement of local people and visitors as well as build more sustainable small businesses in the town.

"How about an all weather bus shelter/cafe/ information point at the bus station?

I still think the amount of traffic, particularly HGVs, passing through the town is the biggest problem.

"Improving toilet provision including Place Making toilet and renewed toilets along White Horse Lane suitable for disabled and people with pushchairs.

Improved junction of Market and Lion Street"

Keen the current cycle access is maintained especially in the town centre with signage to support this . Although not the town centre I am concerned that each new housing estate added to the edge of town seems to add traffic without providing active travel infrastructure- onthe road from llanfoist to

llannellen for example this means you have to walk on the main road . Housing companies should be forced to put in the infrastructure before they build their houses (I've seen this happen in Germany) this can affect the active travel entry to the town and make walks unduly stressful

Sort out disabled parking, blue badge holders dumpling cars is a real hazard and restricts access.

From an earlier improvement - the resurfacing of the Baker St / Frogmore St junction - the brickwork road surface must be renewed: currently it is fractured and attracts flood water on wet days.

"Need to link these proposals to an analysis of COMMUNITY FACILITIES in and beyond the centre (e.g. Abergavenny Community Centre) and to plans to ensure particularly that PEOPLE IN POVERTY OR ON LOW SALARIES working in and around the town have INEXPENSIVE LOCAL HOUSING, PLACES TO BE & TO KEEP WARM & TO JOIN IN ACTIVITIES (the multiple coffee bars are great but too costly for people struggling on benefits), ACCESS TO BANKING SERVICES and to SUPPORT SERVICES.

It is important to welcome visitors but don't forget the permanent residents

An increase to plans of greening parts of the town. More tree cover and planting will further enhance the town and of critical importance help reverse the trend of nature depletion that must be addressed

be mindful of the age and style of the "market" town and do sympathetic planning and provisions. keep as much independent provision as possible so that it retains the draw to day visitors from Cardiff, Hereford, Bristol, Swansea etc. if they come and it's all charity shops and bnm's, why will they come??? keep it market town y, with a variety of shopsfir all ages and pockets in town. make it as sustainable/green/low carbon as possible, but don't do every via technology, , not all residents have or want smartphones, we do need banks and basics, better range of clothes shops and shoe shops. I've done a lot more shopping on line since these types of facilities have closed - then I'm not in town as often having coffees!

I do not agree with proposals

"Lighting at Bailey park so walkers/runners can use later in evenings etc for walking etc.

Develop old post office "

Please remember that older people are not as digital and smart as young people. Still reply on older methods of promotion and marketing. I personally appear to miss out on quite a few events.

Mae hen adeilad y Swyddfa Bost yn warth - pwy allai fod wedi'i ganiatáu yn y lle cyntaf? Dylid ail gynllunio'r ardal yna yn llwyr.

Replant trees in areas such as Lion Street.

"Development of Tiverton Car Park and Horsington's yard. It is currently a hole in the town centre. It could become a whole row of mixed-use buildings, providing local jobs and housing, and connecting the high-street to Lion Street.

Transport into town needs to be thought of within the wider context, including Llanfoist, Govilon, Mardy, Underhill etc. A fully joined-up transport plan needs to be made, and needs to inform design of the town-centre's cycle lanes and pathways.

So much space in the town is devoted to parking. We need to seriously reconsider the best use of these spaces. A survey needs to be conducted of the number of car spaces in use each day, so we can determine whether we really need so many parking spaces.

Abergavenny

Placemaking Plan Consultation Summary Report

May 2025

Purpose

The purpose of this document is to provide a summary on the consultation on the Abergavenny Placemaking Plan held between the 4th April and the 5th May 2025.

The consultation process was designed to gather views from residents, businesses, and others interested in the future of Abergavenny on the vision and interventions for Abergavenny town centre proposed to be included in the Abergavenny Placemaking Plan.

It specifically presents analysis of both face to face consultation and also digital feedback received.

How People Had Their Say

Opportunities for community consultation included the following:

- The local community was signposted to Monmouthshire's Let's Talk website and engagement where they could register and find out more information on the Placemaking Plan process;
- Two days of face to face community drop in sessions were held at the former Timothy Oulton store, Mill Street, Abergavenny which involved:
    - A physical display that presented background, key issues and analysis, a draft vision and a series of draft proposals;
    - Opportunities for the local community to identify other issues and ideas;
    - Completion of a paper copy of the community feedback survey or provided with an A6 postcard with survey link.
- After the two day consultation, the graphics were displayed in the shop window for a period of 3 weeks allowing passers-by to read and be signposted to the online survey;
- Ability to download and view the proposals through Monmouthshire County Council's Let's Talk website and to provide feedback through an online survey;
- Obtain paper copies either at the community drop in sessions or from the Community Hub on Cross Street with completed copies returned to these offices or to the Town Council's offices;
- Email the County Council's regeneration team with comments;
- Abergavenny Town Council also hosted a stall at the Abergavenny Spring Fayre on the 24th April which promoted the survey and spoke to the local community on issued and ideas for the town centre.

The full placemaking plan document can be viewed at: https://www.monmouthshire.gov.uk/placemaking-and-regeneration/

Image 1 - Images from Community Consultation

Source: Chris Jones Regeneration

Key Messages from the Consultation

Draft Vision

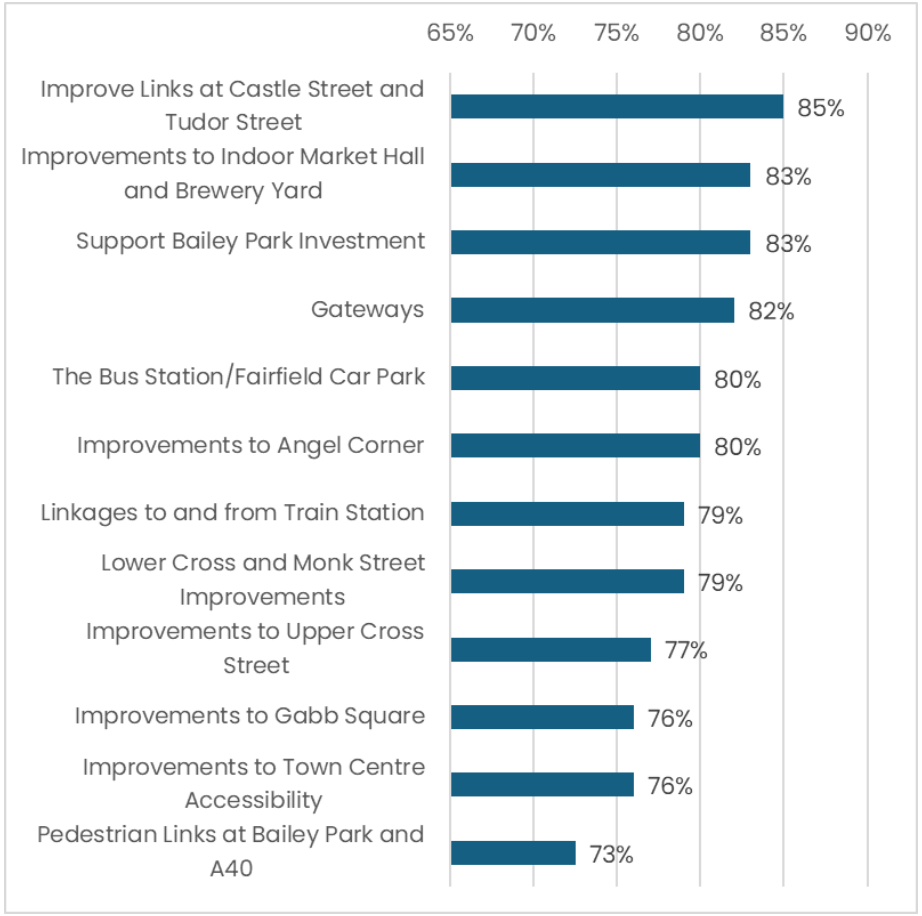
- **Level of support**: The Vision received good support with 71% of respondents agreeing (combining "totally agree or agree") while 10% disagreeing and 18% remaining neutral.
- **Key feedback messages**: Some respondents have commented on the need to not focus on the events of the town but on the broader town centre offer. Some specific comments have centred on the need to address environmental sustainability.
- **Implications for the placemaking plan**: The need to recognise the broader day to day offer of the town and for sustainability to be a cross-cutting theme.

6 Goals

- **Level of support**: The six goals were strongly supported with 80% either totally agreeing or agreeing with them all.
- **Key feedback messages**: Some greater clarity on what is meant by a 21st Century Market town is mentioned in comments.
- **Implications for the placemaking plan**: None arising.

The Proposals

Figure 2 - Ranking of Proposals by Levels of Agreement



Source: Let's Talk Monmouthshire survey n=368

Gateways

- **Level of support:** Strong level of support with 82% agreeing with the need to improve first impressions into the town centre from all approaches, with a mixture of signage, trees, landscaping and features which emphasise the town's identity. Only 6% disagree with the proposals.
- **Key feedback messages:** Main areas of discussion range from lack of current maintenance and need to address basics first, to enhancing and presenting the town's identity, especially on Monmouth Road and from Llanfoist. The physical improvements includes implementing improvements to accessibility standards on footways and at road junctions.
- **Implications for the placemaking plan:** To identify quick wins that address maintenance and simple measures to announce the town alongside accessibility audits and future route improvements.

The Bus Station/Fairfield Car Park

- **Level of support:** Strong levels of support with 80% agreeing with the need to improve the general appearance of the bus station and Fairfield car park areas.
- **Key feedback messages:** There is a real lack of greenery within the central area of the bus station, and access between the bus stands and the car park is convoluted and undefined. The need to include Swan Meadows within this area also needs consideration in relation to play and linkages. Fairfield car park lacks landscaping and legible pedestrian routes.
- **Implications for the placemaking plan**: Comments support proposals with the need to include Swan Meadows area within improvements.

Improve Links at Castle Street and Tudor Street

- **Level of support:** Strong levels of support with 85% agreeing with the need to improve links between these car parks and the inner town centre and to enhance the Royal Mail site. 3% disagree with the proposals.
- **Key feedback messages:** The relationship of the Royal Mail building within the town centre is subject of many comments. This includes façade improvements, as well as aspiration to redevelop the site for complementary uses. The design of new buildings such as the proposed mini-hub needs to work with the character of the town and link into a design brief for the sorting office. Proper consideration on accessibility standards across

Castle Street and Tudor Street is identified, with the present arrangement perceived as below standard.

- **Implications for the placemaking plan:** For Monmouthshire County Council to work with the Royal Mail on a design brief for the sorting office site which ties in other developments. To consider specific needs of shopmobility in terms of parking and access.

Pedestrian Links at Bailey Park and A40

- **Level of support:** 73% of responses generally agree with this proposal, however this has the lowest ranking amongst the suite of wider physical proposals.
- **Key feedback messages:** Whilst people agree that the current pedestrian route does not follow the desire line towards the Market Hall tower, there are some members of the community who have reservations as to whether highway works would cause more problems with current traffic flows at Morrisons and Hereford Road traffic lights. Nevertheless, there is a need to review how the whole junction area operates and the opportunity to re-enforce linkages.
- **Implications for the placemaking plan:** The proposal is not ranked as a high priority but there could be some simple ways to reinforce routes into the town centre that are safe and cost-effective.

Linkages to and from Train Station

- **Level of support:** Whilst not core to the town centre, the importance of the train station to Abergavenny is recognised by most respondents with 79% agreeing with the need to improve links to and from the town centre. 7% disagree with the proposals.
- **Key feedback messages:** The area outside the station frontage needs continued investment post footbridge improvements, with additional parking, taxi information/rank and clear waymarking to the town centre. A number of existing routes either direct you to Monmouth Road or through the quieter Holywell Road link, but better signage, wider pavements and maintenance of landscaping is suggested as part of the improvements. There is almost unanimous support for a hoppa bus service that links the train station with the town centre that also connects it to other key destinations and community assets in the town centre.
- **Implications for the placemaking plan:** Feedback generally supports the objective of providing clearer and more accessible links to and from the train station. Some simple, quick fixes are suggested.

Lower Cross Street and Monk Street Improvements

- **Level of support:** 80% of respondents strongly agree with the need to improve the experience within Lower Cross Street and Monk Street, with 11% of people indifferent and only 5% disagreeing.
- **Key feedback messages:** An over-riding message is the need to address pavement parking, through a co-ordinated approach with residents and local businesses that looks to off-street provision. The need to address buildings, public realm and carriageway is welcomed by most with this part of the town centre feeling "unloved".
- **Implications for the placemaking plan:** Comments amplify the need for a co-ordinated plan that links gateways, footways, public realm, parking/servicing provision and ways to introduce greenery.

Improvements to Angel Corner

- **Level of support:** There is a good level of support to improve The Angel Corner with 80% agreeing with the need to make improvements, 9% indifferent and 6% disagreeing.
- **Key feedback messages:** A strategic case for de-trunking the A40 and re-routing HGVs and through traffic onto the A465 and A4143 is made by respondents which will then lead to greater levels of improvements for pedestrian and town centre users at this corner. Comments also range from accessibility details, timings on the existing pelican crossings as well as choice of materials. How this corner leads into Lower Castle Street and presents a priority to pedestrians is also raised.
- **Implications for the placemaking plan:** To provide some strategic objectives on the wider road network and ways to turn off through traffic through this area of the town centre.

Improvements to Upper Cross Street

- **Level of support:** 77% of respondents either totally agree or agree with these proposals, with 10% indifferent and 8% disagreeing.
- **Key feedback messages:** The need to improve this area of the town centre is overwhelmingly supported with degrees of improvement suggested. This ranges from full pedestrianisation across the whole week to maintaining the 10am to 4pm closure and to also extend the improvements through the upper section of Market Street so visitors are drawn further. Whilst respondents have valued the presence of the cabin structures, most agree they are past their shelf life, and that new outdoor seating and shelter needs considering. Specific comments on materials, use of

colour, play and the means of closure are also suggested.

- **Implications for the placemaking plan:** Extension of improvements into upper Market Street including signage needs to be included. Consideration on ways to implement some physical improvements whilst not impacting on future, larger scale capital investments.

Improvements to Indoor Market Hall and Brewery Yard

- **Level of support:** The second highest ranked proposal has the agreement of 83% of respondents with only 3% disagreeing and 13% indifferent.
- **Key feedback messages:** There is an overwhelming love for the market hall and its immediate space, with respondents asking to respect its heritage while finding ways to broaden its appeal through its range of events, markets and activities. Variety across the week and into the evenings is mentioned, alongside improvements that respect the internal space and address accessibility, lighting, event management and curation of the market experience. The role of young people is mentioned as an opportunity to explore further.
- **Implications for the placemaking plan:** Further detail on proposals that respect the Market Hall's character but takes it forward in terms of its operation, small infrastructure improvements, broadens its appeal and use and how young people can engage in enterprise and activity.

Support Bailey Park Investment

- **Level of support:** 83% strongly agree or agree with the need to support Bailey Park improvements with 13% neither agreeing or disagreeing and only 3% disagreeing.
- **Key feedback messages:** The feedback centres on park management and maintenance, provision for young people and families and the recent campaign to bring back the outdoor lido. Improvements to side entrances into the Park are also suggested.
- **Implications for the placemaking plan:** More details on how to improve the park for young people, including safe space for young people to hang out and participate in sports and activities. Support for the Friends of Bailey Park group is also identified.

Improvements to Gabb Square

- **Level of support**: 44% strongly agree with the need to make improvements to Gabb Square with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.

- **Key feedback messages**: Whilst there is consensus that the space needs to fulfil its potential and could complement a number of neighbouring businesses including the cinema (at the time of writing the report, the cinema was for sale and a potential community buy-out), there are some questions around prioritisation and value for money. Specific comments on material, greenery, maintenance, carriageway treatment and who would run activities within the space are made. Relationship to other sites and opportunities such as the former Richards building is also identified.
- **Implications for the placemaking plan: The** recent news on the cinema's future needs to be considered as part of the plan that could support its future viability.

Improvements to Town Centre Accessibility

- **Level of support:** 44% strongly agree with the need to make improvements to town centre accessibility with 32% agreeing, 18% neither agreeing or disagreeing and only 4% disagree.
- **Key feedback messages:** The introduction of a changing places facility is welcomed with its location and association to shop-mobility discussed within responses. Accessibility audit should be actionable without requiring significant investment. Water refill points, bike hire/stands/shelters are mentioned as well as seating and benches that are accessible to all.
- **Implications for the placemaking plan:** Comments support placemaking plan proposals.

Improving how the town centre is managed and maintained

- **Level of support:** The greatest degree of agreement centres on targeting vacant properties for improvement with 92% agreeing (totally agree and agree) with this proposal. Following in second place, the need to ensure town centre organisations continue to work together on events, festivals, marketing etc is seen as important by respondents (89% agree), with building on digital and smart technology seen less important across these measures, albeit 72% either definitely or somewhat agree with the latter proposal.
- **Key feedback messages:** The state of some prominent buildings in the town centre that have been empty for some time or do not positively contribute to the street scene is identified.
- **Implications for the placemaking plan:** As already identified, plan needs to highlight areas for property

improvements that complement other place-making plan activities.

3 Most Important

When respondents were asked to choose their top three priorities for the town centre, the three most popular choices were i) targeting vacant properties ii) an improved, safer pedestrian space at the Angel corner and iii) better routes between the town centre and train station.

What's Missing

The consultation asked people to identify and areas or ideas that are missing from the draft plan. These included:

Bus Services

The quality, frequency, routes and timetable of bus services within the town centre, which connect to and from rural villages and also to key destinations such as The Grange hospital are mentioned by numerous respondents. The proposal for a bus service to and from the train station is welcomed.

Infrastructure

The future demands from an increase in the town's population on local services and on the town centre's infrastructure is seen as significant by some respondents that needs to be planned for.

Parking Strategy

The need to review parking across the town centre is identified by local residents and businesses, specifically the roles of specific car parks and users, charging and ways to recover parking fee when spending a certain amount in the town centre.

Reroute A40

The presence of the A40 in the town is identified as a key challenge across the whole consultation, with a large number of responses seeking a wider strategic review of the road network, specifically the re-routing/de-classification of the A40 which would help reduce some of the HGV traffic through the town centre. Linked to the proposed active travel proposals at Llanfoist Bridge, there is the need to route HGVs and through traffic over the A4143 Merthyr Road.

Supporting Small Businesses

A number of respondents point to the need to look at the financial pressures on small businesses, with the need to review and lower business rates to sustain existing shops and services and also attract new investments.

Young People

Current and future provision for young people is highlighted by numerous respondents. Ways to improve existing play provision and how could more be made of Bailey Park for

young people is raised in the consultation. Against the backdrop of an ageing town population, the town centre needs to appeal to families with younger children. Ways to provide spaces for teenagers that allow them to hang out or to engage in town centre life needs to be explored more.

Other Community Provision

Some specific mentions about Adult Community Learning in the town and ways to improve provision since it has moved away from its previous building. A building that brings the town together and could participate in wider events in the town e.g.: arts, writing, food festival, which is more than just delivering education, employability and leisure classes: this could be a safe place that brings together everyone in the community, with a particular focus on people with disabilities.

Housing

Opportunities to provide for in-town living, prioritising the provision of social rent housing is identified by a number of respondents as well as homes for younger people that is linked to town centre workspace.

Climate Change

The need to adapt to climate change is highlighted by a number of respondents.

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Magor with Undy

Placemaking Plan

October 2025

monmouthshire sir fynwy

Magor with Undy Town Council

Trawsnewid Trefi Transforming Towns

This document has been prepared on behalf of :

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Project: 11372

Date: 27.10.25

Version: v6

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Introduction

What Placemaking Is

Placemaking is about creating places where people want to live, work, visit and spend time. It's a way of thinking that puts people at the heart of planning decisions, making sure that new developments and improvements to existing areas help communities thrive.

Rather than looking at individual buildings or streets in isolation, placemaking takes a broader view. It considers how different parts of a place work together - the shops, homes, parks, transport links and community facilities - and how they can better serve the people who use them every day.

Good placemaking creates areas with their own distinct character and identity, where people feel a sense of belonging and pride. It focuses on making places that are attractive, accessible, safe and vibrant and that support people's health, happiness and wellbeing.

Why Magor with Undy Needs a Placemaking Plan

Over the years, many places have lost their unique character as development has happened piecemeal, without considering the bigger picture. This has led to 'placelessness' - areas that could be anywhere and that lack the special qualities that make people care about them.

The location of Magor with Undy provides opportunities and challenges. Its proximity to the M4 and M48 give it good connectivity and provide choice for its residents. While the village has grown to a town population, it still has a distinctive and local centre, which is the focus of the placemaking plan and its future investment.

A placemaking plan helps with focus, coordinating efforts across different organisations and tapping into funding streams. Rather than tackling problems one at a time, it provides a shared vision that everyone can work towards. This makes it more likely that improvements will complement each other and create lasting positive change.

Purpose and Scope of This Plan

This placemaking plan sets out a vision and framework for improving the village centre and its immediate surroundings over the coming years. While the focus is on the village, centred around The Square and Newport Road, the plan also looks to its immediate neighbourhoods, nearby parks, the community hub building and its planned walkway train station site. It also looks at how it can maximise the location of Magor with Undy within the Gwent Levels and its local heritage.

The plan aims to:

- Create a shared vision for Magor with Undy's future that reflects what local people and businesses want to see
- Identify the key opportunities and challenges facing the village centre
- Set out practical projects and improvements that can be delivered over time
- Provide evidence to help secure funding from various sources
- Guide decision-making by councils, businesses and community groups

The plan will help demonstrate local priorities to regional and national organisations, making it easier to access grant funding and align different services and investments.

What Placemaking Is

What This Plan Can and Cannot Do

Through extensive consultation with residents, businesses and local groups, we know there are many things you want to see improved in Magor with Undy. This plan can directly address some of these issues, while others require different organisations to act.

What This Plan Will Deliver:

- Improvements to village centre streets and public spaces
- Support to bring empty buildings back into use
- Links between public transport in the village centre and active travel
- Maintaining and managing key community assets
- Stronger links with the surrounding neighbourhoods
- Better connections with the Gwent Levels
- Enhanced signage and wayfinding throughout the village centre
- Building on the programme of events and festivals
- Support for local businesses

These are areas where the town council, county council and local partners can make direct progress.

What Requires Wider Action: Many of the issues raised while preparing the plan need the county council and other strategic organisations to lead while understanding how they relate to the town centre experience:

Housing: Planning for additional, sustainable growth through the emerging local development plan, with proposed housing sites to integrate with the village centre and resultant infrastructure to meet the increased need

Employment: Enabling employment opportunities within larger sites that have strategic importance and wider regional connectivity

Transport: Better bus services and regional transport links require action from bus operators and Welsh Government

Environment: Tackling climate change and environmental challenges such as flooding and relationship to the wider amenity value and access

Services for Young People: Beyond village centre facilities, these need coordinated action from schools, youth services, the community sector and further education providers

How This Plan Helps with these Bigger Issues: Even where we can't directly solve problems, this plan helps by:

- Demonstrating to other organisations what matters most to local people
- Providing evidence when applying for larger funding programmes
- Creating a foundation for partnerships with regional and national bodies
- Raising Magor with Undy's profile for wider investment opportunities

This placemaking plan is not the solution to every challenge facing Magor with Undy, but it does provide a clear starting point for coordinated action that can make a real difference to the village centre and the wider community it serves.

How this Plan is Structured

The rest of this placemaking plan is organised into three main sections:

Section 2 Understanding Magor with Undy Today

This section provides a summary of our analysis of the village centre, based on multiple sources of information including engagement with local stakeholders and consultation with the wider community. This section examines what makes Magor with Undy special, the challenges it faces, and the opportunities available to build on its strengths.

Section 3 Your Vision for Magor with Undy's Future

This section sets out your vision and objectives for the future of the village centre. The vision was developed through extensive consultation with residents, businesses, and local organisations to ensure it reflects what the community wants to see for their village.

Section 4 Making It Happen

This section sets out what needs to be done to achieve thes vision, including the overall strategy, information about a number of prioritised projects, and guidance on how they should be delivered. It then sets out the practical process for turning the vision into reality over the coming years.

How this Plan was Produced

Stakeholder and Community Involvement

The Magor with Undy Placemaking Plan was developed through extensive stakeholder and community engagement, with each phase directly informing key aspects of the final plan.

A dedicated steering group made up of representatives from Monmouthshire County Council and Magor with Undy Town Council provided strategic guidance throughout the project. Most importantly, the steering group carried out a prioritisation exercise using information including feedback from the public consultation to determine the priority projects and make sure resources would be focused on community-supported initiatives.

Stakeholder workshops formed a cornerstone of the engagement approach, with each workshop having a distinct purpose in the plan's development. The first one, held in October 2024, gathered invaluable local insights that directly informed the development of the vision for Magor with Undy's future. Participants identified what they loved about the village centre and imagined its future through structured discussions, with their input shaping the aspirational final vision. The second workshop, held in January 2025, gathered feedback on the draft proposals, with stakeholder expertise informing and refining the proposed projects before the wider public consultation.

Interactive walkabouts around the wider village centre and onto the B4245 provided a ground-level understanding of specific issues and opportunities, bringing the desktop analysis to life. These sessions highlighted how the village centre relates to the B4245, the main road through the community, how neighbouring amenity space and buildings contribute to daily life, as well as the role and function of the Square.

Targeted meetings with specific groups ensured diverse perspectives were captured that included local businesses, interest groups. Sessions with young people were held with the local youth club providing insights into how young people experience the village centre, informing projects designed to encourage greater engagement from this age group.

The public consultation phase in February 2025 provided different ways for the community to take part. In-person drop-in sessions at the Baptist Church and Magor with Undy Community Hub attracted 255 people over two days, with peak attendance during the lunchtime periods. A static display in the Town Council's office window provided additional opportunities for feedback.

Digital engagement through the Let's Talk Monmouthshire platform expanded reach significantly, with 1,298 visitors to the project page and 281 downloads of the proposals document. In total, 179 people completed the feedback survey either online or on paper. Further correspondence from local groups and residents added to the feedback which has been used to refine the project ideas, ensuring they addressed community priorities and concerns. It also informed the vision, confirming community support for its proposed direction and crucially, informed the prioritisation of projects alongside the steering group's deliberations.

The full findings of the public consultation phase are analysed in a separate **Magor with Undy Consultation Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

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Understanding Magor with Undy Today

Understanding Magor with Undy Today

To create a successful plan for Magor with Undy's future, we first need to understand the town as it is today. This section provides a summary of our detailed analysis of the village centre, drawing on extensive research, data analysis, how it works as a place and - most importantly - conversations with the people who know the town best: its residents, business owners, visitors, and community groups.

We examine what makes Magor with Undy unique and special, from its location on the Gwent Levels, proximity to the strategic road network of the M4 and M48 and how its looks to other nearby Severnside villages. We also look at the challenges facing the village centre, including arrival and announcement, parking and navigation, the role and function of the Square, making the village work for all generations (particularly young people), bringing together its heritage assets and building on its independent character and experience.

By understanding both Magor with Undy's strengths and the challenges it faces, we can identify the real opportunities available to build a better future for the village centre and the community it serves.

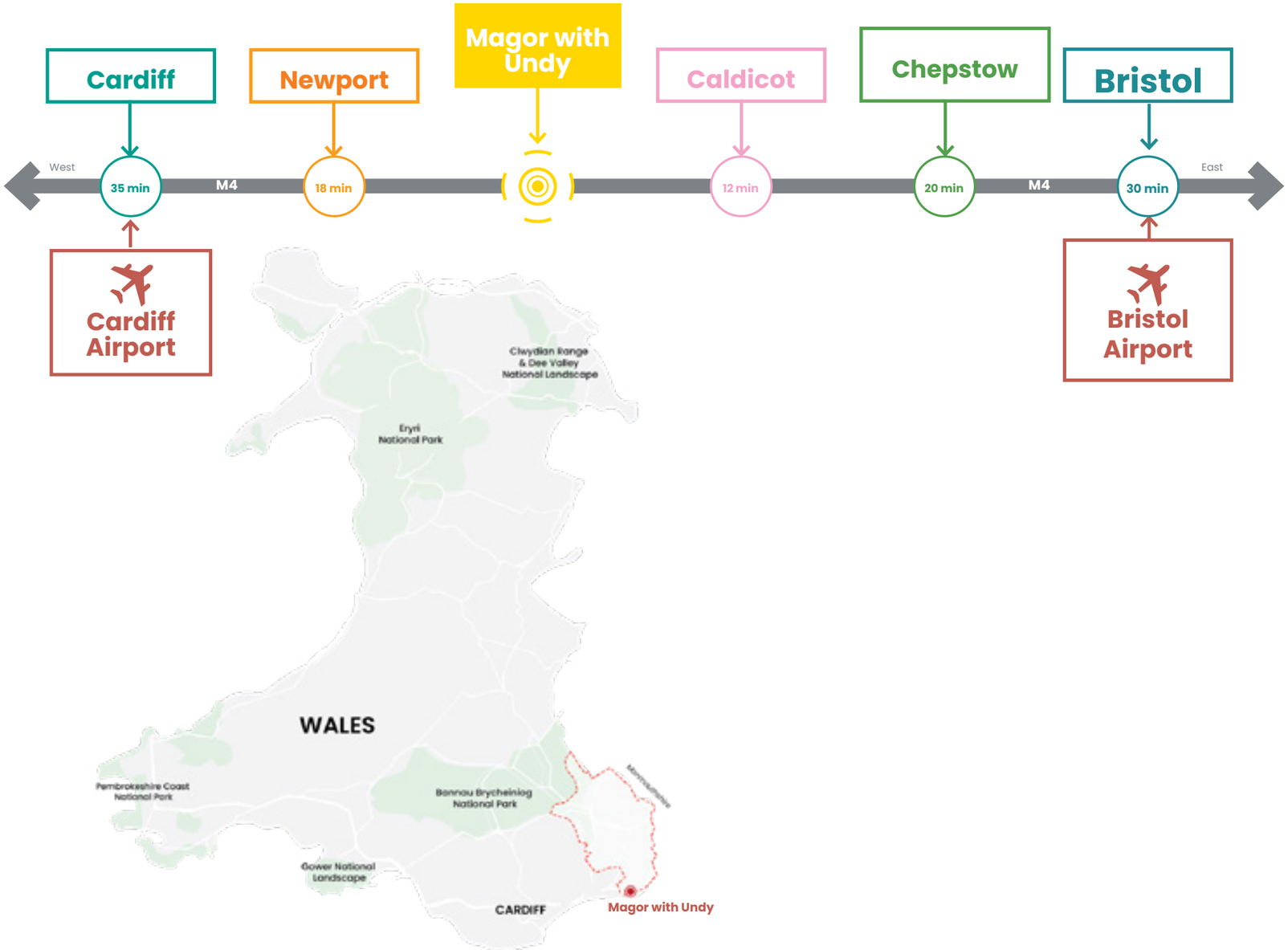
The full details of our analysis are set out in the separate **Magor with Undy Baseline Report**, which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Where Magor with Undy Is

Magor with Undy is small town, with a village centre, located on the southern end of Monmouthshire, 9 miles east of Newport and 9 miles west of Chepstow. It lies just to the north of the Gwent Levels, adjoining the Severn Estuary. Its a place that maintains a historic and characterful core, with a range of listed and historical buildings and assets.

The M4 motorway runs to the north of the community and offers excellent access to the nearby hubs of Cardiff, Newport and Bristol.

Magor has a “village” centre with a range of pubs, shops, a GP surgery and post office to help meet the day-to-day needs of local residents. Caldicot town centre is a 10-minute drive to the east of the town and provides a wider range of facilities and larger supermarkets.



History of Magor with Undy

Magor with Undy is sited on a limestone spur in the fertile sea plain south of Wentwood, which has a long history of Celtic, Roman and Norman settlement.

The original Welsh language name Magwyr, from which the English name is derived, is thought to originate from the Latin maceria, meaning masonry walls or ruins. It may relate either to a now lost Roman villa in the area, or alternatively to sea defences or a causeway built by the Romans. Magor and the surrounding area contain many Roman ruins and artefacts, and the town centre was originally located at the inner edge of salt marshes which the Romans began to reclaim as farmland. The local name “Whitewall” may relate to the same causeway, which would have connected the town to a small, now vanished harbour on the Severn Estuary known as Abergwaitha or Aberweytha.

The Church of St Mary, the Virgin, known locally as the ‘Cathedral of the Moors’ was founded in the 7th century by Cadwaladr Fendigaid and stands above the fenland and the road to Aberwythel, Magor’s long vanished port. No traces of the early church remain and the present building was built mainly in the 13th century and 15th century although some early Romanesque work dating from the 12th century is to be seen in the north wall of the chancel.

In 1238 the church was given to the Abbot and Convent of Santa Maria di Gloria at Anagni in Central Italy and Pope Gregory IX ordered the Papal Delegate in England to set up and endow a vicarage in Magor and to deliver the church and it’s property to Deodatus, a monk and Procurator of Santa Maria di Gloria. The Procurator was the legal representative of the monastery to which the church had been granted and it was his duty to collect the rents and other dues, including tithes and transfer the profits to the monastery. He was a man of some standing, normally a priest well-versed in the law, and would enjoy a considerable degree of wealth and have a status superior to that of the vicar.

History of Magor with Undy

This status is reflected in the size and remains of the Procurator's House sited to the north-west of the churchyard and originally within it's limits. The building appears to have been constructed in the 14th century and is the only one of it's kind in Wales, while there are thought to be only two examples in England.

In the late 1990s, a stone coffin was found during building work. Inside was the skeleton of a young woman dating from the third or fourth century AD.

In 1994 the remains of a 13th-century boat, used for trading along and across the Severn Estuary, and perhaps with Ireland, were found buried in the mud of the estuary close to Magor Pill. The boat was found to have been carrying iron ore from Glamorgan.

Magor, as "Magur", is one of the few towns to appear on the Cambriae Typus map of 1573.

The town is clustered around a Square, which, until the building of the railway, was the centre of a considerable trade in cattle to Somerset via Magor Pill and the Severn Estuary.

Current Activities, Plans and Projects

Magor with Undy is not starting from a blank page with the community benefitting from a number of local investments that support economic, social and environmental development.

Magor with Undy Walkway Station

Magor with Undy Station is proposed as a walkway station - a station that the local community will primarily access via walking and cycling. The specific plans include:

- A fully accessible footbridge, with lifts.
- A dedicated drop-off and pick-up area for cars.
- Connections to existing bus stops on Main Road.
- The existing subway from West End and the bridge next to it will stay but won't be part of the station access – that's what the new bridge is for.

The proposal plans to use the B4245 Main Road for car access to the pickup and drop-off point and to the small number of blue badge facilities. There will be no park and ride at the new Magor with Undy station – as car parking is available at Severn Tunnel Junction. Cycle storage facilities will be located near the main entrance and footbridge to platforms. Improvements to active travel will help provide access to the new station and options for a bus interchange.

Placemaking is about looking at the railway station development as more than just a way to access train services. Placed within walking distance from and to the established communities of Magor with Undy, the station will act as a welcoming gateway to the local area. The proposals are for the station entrance to be a distinctive feature in the landscape, while still providing integrated station facilities such as ticketing and departure and arrival information. The station will be connected to existing walking and cycling routes, with safety as a priority. Transport for Wales recognises the significance of this site for biodiversity. In June 2025 UK Government announced a £445 million allocation for rail infrastructure upgrades across Wales, including the Magor with Undy Walkway Station.

Current Activities, Plans and Projects

Active Travel Projects

Monmouthshire County Council's WelTAG (Welsh transport appraisal guidance) process has identified that Severnside has good national and local rail connections at Severn Tunnel Junction (STJ) and Caldicot respectively, with Magor (South Wales Metro) station to be added in the future. It is also relatively well conncted by bus.

The active travel scheme plan sets an objective to "design an accessible, healthy, sustainable travel and transport system, supporting healthy travel to school and connecting communities west of Caldicot to Caldicot via a direct and attractive route. This will contribute to a coherent network of high-quality active travel routes throughout Severnside that supports the resilience of public services and local venues in the area, such as Caldicot Together Works, Library and Hub, and Magor with Undy Community Hub."

The phasing of the works is outlined below, with the Magor element planned for future design development once the Caldicot town network is in place including links to Severn Tunnel Junction. The Magor with Undy works is centred, on the B4245 and is subject to the final design development and works for Magor with Undy Walkway Station.

- Phase 1 – Undy to Rogiet
- Phase 2 – Rogiet Station Rd to STJ
- Phase 3 – STJ to Caldicot Railway Station

Gwent Levels Project

Magor Marsh is the last relatively natural area of fenland on the Gwent Levels. From the fleeting glimpse of a kingfisher to the sight of colourful dragonflies darting over the reens, this is an inspiring place to visit. In autumn and winter the reserve is particularly attractive to birdwatchers as the pond provides a sanctuary for wintering wildfowl and passing migrants.

Magor Marsh holds a special place in Gwent Wildlife Trust's history as it's where a small group of naturalists banded together to form what is now Gwent Wildlife Trust, securing this as their first nature reserve. The reserve has recently been expanded to provide a larger haven for wetland wildlife. Magor Marsh is particularly rich in wildlife because of the range of habitats present. These include damp hay meadows, sedge fen, reedbed, scrub, pollarded willows, wet woodland, a large pond and the numerous reens and drainage ditches.

Policy Context

The policy context for Magor with Undy provides essential strategic direction and alignment for the placemaking plan. It establishes the framework within which local regeneration initiatives must operate and identifies key opportunities for development.

National Policy Framework

At the national level, **Future Wales – The National Plan 2040** provides the overarching development framework, though Magor with Undy is not designated as a National Growth Area. Nevertheless, the plan's policies on supporting rural communities and economies, urban regeneration through public sector leadership, and affordable housing delivery offer significant opportunities to address key local challenges.

The **Well-being of Future Generations Act** establishes seven well-being goals and requires public bodies to demonstrate consideration of the 'five ways of working': involvement, collaboration, integration, prevention, and long-term thinking. The Act underpins the sustainable development approach that must inform all placemaking decisions.

Planning Policy Wales (2024) puts placemaking at the heart of the planning system, requiring that development decisions contribute towards creating sustainable places that are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. The policy defines placemaking as a holistic approach focused on positive outcomes that promote people's prosperity, health, happiness, and well-being.

Transport policy is guided by the **Wales Transport Strategy** and the **Active Travel (Wales) Act 2013**, which prioritise walking, cycling and public transport through the sustainable transport hierarchy.

Welsh Government Town Centre Policy

The **Transforming Towns Programme** is centred around Welsh Government's 'Town Centre First' policy, which promotes residential development in town centres, and joining up delivery across sectors.

The **Design Commission for Wales** guidance emphasises that placemaking plans should be locally led, engage diverse stakeholders, and consider all funding opportunities beyond just public sector investment. Plans should align with broader outcomes including health and well-being, decarbonisation, and reducing inequality.

Policy Context

Regional and Local Context

At the regional level, the **Cardiff Capital Region City Deal** offers collaborative opportunities for economic development, while **Monmouthshire County Council's Community and Corporate Plan** prioritises social justice, enterprise and job creation, locally accessible services, and quality housing provision.

The emerging **Replacement Local Development Plan (2018-2033)** aims to deliver the council's core purpose of becoming a zero-carbon county. Key objectives include rebalancing demographics by attracting younger people, addressing housing inequality, and responding to climate and nature emergencies through sustainable development.

The **Magor with Undy Town Council Development Plan 2014-2019** was written by the former community council in 2014. Although it's dated the only document that provides a local framework of plans that the town council has developed. The purpose of this development plan is fourfold:

- To set out the objective and plans of the council and help in budgeting for the annual Council Tax precept
- To help the Council fulfil its role within the Community
- To communicate the Council's plans and initiatives to its residents
- To provide a basis for the community to become involved in shaping the future of their town

Its mission statement is "To conserve and improve Magor with Undy as an attractive and sustainable place in which to live, visit and do business" with its main objectives centred on:

- To protect, enhance and improve core services and assets and promote the community council
- To raise the profile of the towns within the Monmouthshire County Council tourism regime
- To improve public awareness of facilities and events within the community and encourage community participation
- To protect, improve and enhance the quality of the natural environment, biodiversity and character throughout the towns
- To improve the town way of life and recognise local achievement
- To improve communication to residents via various means

This multi-layered policy framework creates both opportunities and requirements for Magor with Undy's regeneration, emphasising sustainable development, community engagement, and joined-up delivery across all levels of government and stakeholder organisations.

A full overview of the policy context is available in the **Magor with Undy Baseline Report**, which can which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Climate Change and Sustainability Framework

Climate change is one of the biggest challenges of our time, and Magor with Undy's response must reflect both national policy requirements and local opportunities.

The Well-being of Future Generations Act, Planning Policy Wales and Monmouthshire County Council's declaration of a climate emergency in 2019 establish clear expectations that planning and placemaking decisions should contribute to decarbonisation and climate resilience.

This placemaking plan integrates climate considerations throughout its proposals rather than treating sustainability as a separate issue. All projects within the plan have been designed to support Magor with Undy's transition to a zero-carbon future while adapting to the impacts climate change already being experienced.

Magor with Undy's Climate Opportunities

The town's location in Severnside provides opportunities for residents to gradually move across to rail and public transport with the planned walkway train station and active travel investment, helping to reduce car dependency. The proximity to the Severn estuary also needs to be managed through sustainable urban drainage schemes (SUDS) and flood resilient planting. There are also opportunities to grow local produce on pockets of underused land and to adapt community buildings for renewable energy use.

Embedded Sustainability Measures

Rather than listing generic sustainability measures, this plan ensures climate considerations are woven into each project theme. The Magor Square improvements incorporate extensive rain gardens and SUDS to manage increased rainfall whilst providing biodiversity benefits. Public realm enhancements prioritise tree planting and green infrastructure that will help moderate urban temperatures while improving air quality. Transport projects focus on active travel infrastructure and electric vehicle charging to reduce emissions from the town's current car dependency.

All building improvements promoted through this plan will support enhanced energy efficiency and, where appropriate, renewable energy generation. The plan's emphasis on bringing empty buildings back into productive use represents a fundamental climate-positive approach - reusing existing structures rather than requiring new construction while eliminating the emissions associated with derelict buildings.

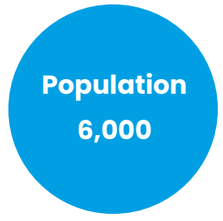
This integrated approach ensures that Magor with Undy's regeneration contributes positively to both local resilience and national climate goals, creating a town that is both economically vibrant and environmentally sustainable.

Key Facts and Figures

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

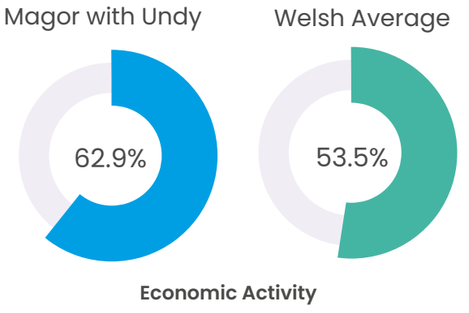
Population

The 2021 Census indicates that Magor with Undy has a population of 6,000 residents across 2,500 individual households. The town's population peaks between the ages of 44 to 64, flattening out after this, and dropping below the Welsh average for people over the age of 74, some 0.5% points less. The numbers of young people between the ages of 14 to 17 and 25 to 29 meet the Welsh average, but between these age bands, the population drops off by roughly 0.7% points.



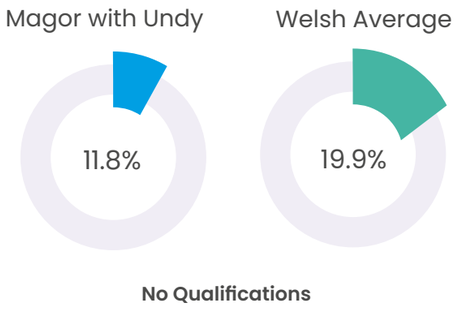
Economic Activity

Magor with Undy has higher levels of economic activity at 62.9% compared to the Welsh average of 53.5%, which illustrates the town's benefits in relation to travel to work. TThe number of people that are economically inactive is 9% points below the Welsh average, with the number of unemployed people almost half the average of 3.1%. 16.1% of residents have never worked, this stands at 16.1% compared to all Wales average of 23.1%. These figures show a community that is economically active and mobile but who tend to work outside of the Severnside area, in places like Newport, Cardiff, Bristol and further afield.



Qualifications and Skills

Residents are well qualified, some 10% points above the Welsh average. 11.8% of the community have no qualifications compared to Welsh average of 19.9%.



Employment

The main types of occupation are managerial (14.3%) and professional (26%), (3.8% and 7.8% points above the Welsh average). The number of people who work in process, plant and machinery jobs is 1.9% lower than the Welsh average and 3.8% lower for elementary jobs.

Key Facts and Figures

Housing

Most homes comprise of 2 (38.7%), 3 (17%) or 4 or more (19.5%) people with 72.1% of the local population being single family households which is higher than the Welsh average of 63.1%. Most residents own their home outright or own it with a mortgage or loan, which reflects the age of distribution and number of familities living in the community. Social rented homes is well below the Welsh average of 16.5% at 7.2%. The private rented market is not well represented.

Residents tend to live in a house or bungalow (95.3%), with only 4.1% living in a flat maisonette, well below the Welsh average of 12.5%. The number of people who have a home with 4 or more bedrooms is 43.5%, more than double the Welsh average of 20.6%. Interestingly, 0.6% of the local population live in a caravan or other mobile home which is likely a reflection of the local Beeches Caravan Park.

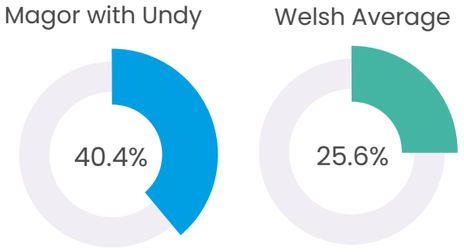
2 persons
38.7%

3 persons
17%

4 or more persons
19.5%

Crime

The number of crimes reported in Magor with Undy is relatively low. The main types of crime reported between October 2022 and October 2023 are i) violent ii) theft iii) vehicle related and iv) public order.



Work from Home

Travel to Work

Residents tend to commute between 10 and 30kms, with Newport, Cardiff, Bristol and the Gwent Valleys within easy reach. 6% of residents travel over 30 miles, which reflects the town's good connectivity. 40.4% of residents work mainly from home, compared to the Welsh average of 25.6%. There is an opportunity to tap into this section of the community when looking at basic services and facilities that support home working such as meeting rooms and digital and print services.

Village Centre Analysis

Since 1993 Monmouthshire County Council and the former Monmouth Borough Council have conducted annual town centre studies, which now provide a valuable time series of data. The consumer shopping habits survey is the key document to understand the shopping habits of the town's residents and how these will affect on the vitality and viability of the village centre.

Magor with Undy sits within the western Severnside "zone 6" (Caldicot 2) which includes, Rogiet, Magor with Undy, and a population of 9,305 across the NP26 postcode area. The survey identified the following shopping behaviours at a local level:

Chemist goods, toiletries and cosmetics

- **Chepstow Town Centre** (28%)
- Bristol Cribbs Causeway (24%)
- Caldicot Town Centre (20%)

Furniture, carpets and soft furnishings

- Newport Retail Park (Spytty) (13%)

Computers, TVs, washing machines, cookers etc

- Newport Retail Park (Spytty) (17%)

Household goods, glass, china and tableware

- Bristol Cribbs Causeway (29%)
- Chepstow Town Centre (12%)

DIY, hardware and gardening goods

- Caldicot Town Centre (21%)
- Chepstow Town Centre (18%)

Banking, other financial and legal services

- Chepstow Town Centre (19%)

Leisure and Arts Activities

- **Caldicot Leisure Centre** (67%)

Top 2 most frequently visited cinemas

- Cineworld, Newport Retail Park (19%)
- Vue Cinema, Cwmbran (16%)

Main store or occasional store for main food shopping

- Asda, Woodstock Way, Caldicot (43%)
- Aldi, Newport Road, Caldicot (32%)

Stores visited for top-up food shopping

- **Asda, Woodstock Way**, Caldicot (15%)
- Aldi, Newport Road, Caldicot (14%)
- Co-operative, The Cross, Newport Road, Magor (13%)

Non-food shopping: clothes, footwear and other fashion items

- Bristol Cribbs Causeway (32%)
- Newport Retail Park (Spytty) (21%)
- Bristol City Centre (20%)

The Village Centre

While Magor with Undy has recently been defined as a town due to the growth in its population, the local focal point for shopping, eating out and socialising is known as the village centre.

The village centre is off the B4245, with two access points from Newport Road to the north west and north east. The initial approach brings you to the roundabout where the Co-operative food store and Wheatsheaf Inn are located. From here the one-way street leads you into Magor Square, which is the main commercial centre with shops, eating places and other businesses gathered around the central space. On the edges are some additional businesses such as a barbers, motor repairs garage and takeaways, with public car parks close by off Sycamore Terrace, The Square and Withy Close. Other community facilities are found within or close to the town centre. Along the B4245 is a car sales company and a coffee shop.

You can find more information on the diversity of uses, vacancies, property market sentiment, parking and events and festivals on the following pages.

The Village Centre

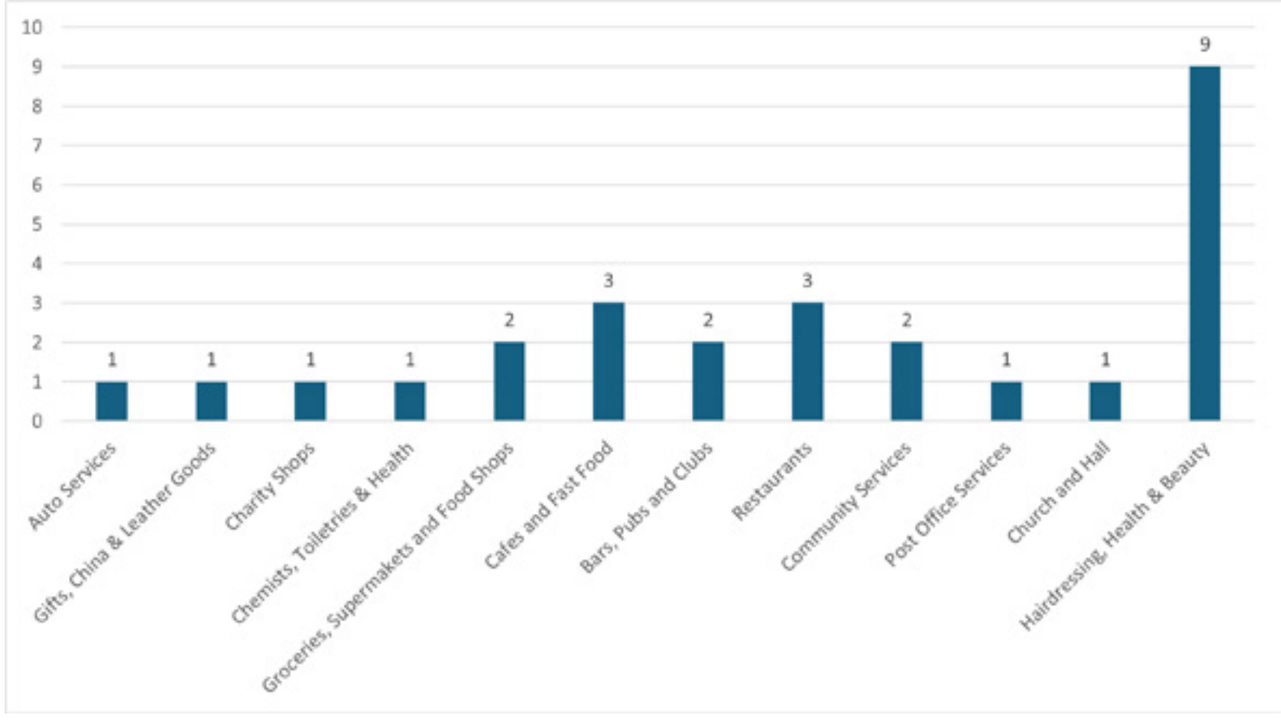
Diversity of Uses

Businesses from the service sector (such as hair and beauty) and leisure sector (such as food and drink) are dominant on Newport Road, Brassnocker Street and The Square, followed by comparison (non-food retail) and some other uses including the Church Hall, Scout and Guide hut and town council offices as well as the local GP surgery. In line with national trends, comparison uses have reduced, which reflects the shopping habits highlighted in the household survey with residents shopping at Newport Retail Park or in Bristol at Cribbs Causeway or in the city centre. The service and leisure uses match UK trends with the town centre seen as a place for health, hair and beauty services and to meet friends and family for a coffee, meal or to socialise in the local public houses.

A more detailed breakdown of the uses shows that there are nine independent health and beauty businesses, two cafés and takeaways. Restaurants that include Indian and Italian food, and two pubs, The Wheatsheaf and The Golden Lion. Other notable businesses include Village Treats, The Village Gate Deli, and Scent and Senses. Importantly, the town centre has a post office, pharmacy, dentist and GP surgery.

Figure 19

2024 Diversity of Uses - Detailed Breakdown



Source: Chris Jones Regeneration

The Village Centre

Retailer Representation

A breakdown of independent and multiple businesses (multiple outlets or branches in several locations, not necessarily nationwide) shows Magor with Undy is well above the Welsh average with multiples represented by the Co-operative Foodstore, St David's Hospice, Magor Pharmacy (Avicenna Pharmacy) and the Post Office.

Type Units	%	Wales	Average
Multiple	4	14%	33%
Independent	24	86%	77%
Total	28	100%	100%

Vacancies

At the time of the town centre survey, one property was vacant at 4 The Square, which was previously an optician.

Pedestrian Flows

No pedestrian flow data is available from the county council. Observations within the town centre show that The Square car park generates pedestrian footfall to and from and into The Square, with edge of centre car parks creating linked activities between key places such as the doctors, dentist, pharmacy, post office and Church Hall. Pedestrians are also seen to walk into the town centre from neighbourhoods along Newport Road and into The Square.

Town Centre Property Ownership

All the property in the town centre is privately owned with no publicly owned assets except for car parks, nearby recreational space and some housing on the edge of the town centre, The Lawns and Chester Close, which is owned by Monmouthshire Housing Association.

Parking

The following car parks are owned and managed by Monmouthshire County Council and are free to use.

Car Park Name	Parking Spaces	Disabled Spaces	EV Charging Points
Magor Square	31	3	0
Sycamore Terrace	24	4	2
Withy Close	24	2	2
Total	**79**	**9**	**2**

Place Analysis

Place Analysis

The place analysis examined Magor with Undy's character, built context, transport and movement patterns, local amenities and facilities, green infrastructure, town gateways, and parking provision to understand what makes the town special and identify where improvements are most needed. What follows is a summary of the key findings.

Transport and Movement

Magor with Undy is situated between two key transport corridors, the M4 to the north and South Wales Main Line to the south, which offer access to national transport corridors from Swansea through to London. The M4 is easily accessible from the town via Junction 23A, approximately a mile to the north west. This places destinations such as Cardiff and Bristol within easy reach. A new walkway train station is now confirmed at Magor with Undy. This will be located centrally within the town for easy access and will offer direct links to Cardiff, Bristol and London.

The B4245 is the main route running through the heart of the town. This connects west to the M4 and Newport and east to Caldicot. The road is the only viable access into the town by car or bus. Bus provision in the town is focused along the B4245, providing regular links between Newport and Chepstow. A more local but less frequent service connects Magor to Caldicot and Sudbrook.

Active Travel

The urban form of Magor with Undy tends to be arranged around a series of cul de sacs. This can increase walking and cycling distances between destinations, however a series of pedestrian links through the cul de sacs throughout the town make it a relatively walkable town. Most housing is within a 10 minute walk of key destinations like the village centre, Community Hub and proposed train station.

The B4245 is a key pedestrian and cycle route through the town as all routes tend to converge onto it. However, the character of the road is car dominated and offers little for pedestrians and cyclists. A series of public rights of way (PROWs) cross the town and pass through greenspaces, further linking key destinations to the surrounding residential areas. These links will be enhanced through a series of proposed improvements to active travel routes. This will encourage more people to walk and cycle when travelling in the town. National Cycle Route 4 is situated to the east of the town, a key cycle link between Fishguard and London and there are more local links between Caldicot, Newport and Chepstow.

Local Facilities

Magor with Undy supports a good range of facilities that help meet the day to day needs of local residents. These facilities tend to be situated fairly centrally and close to the B4245 so are easily accessible for residents and visitors.

The proposed train station and the Magor with Undy Community Hub is situated in the centre of the village. The hub offers a number of community classes and events and is the social heart of the town. The town has two primary schools, within the town. Undy Primary close to the community hub and Magor CIW Primary School close to the town centre. Both schools are near to key facilities and easily accessible to the whole town. The closest secondary school is Caldicot Comprehensive. Undy is home to an athletic club, which is found at the eastern end of the village and has a club house and sports pitches.

Place Analysis

Green Infrastructure

A series of greenspaces in and around Magor with Undy. Mill Common is a large woodland belt that runs north to south through the centre of the town. Although it divides the town a series of footpaths and road links help connect the two areas. The woodland links into Undy Primary School and on towards the community hub and proposed train station. Mill Reen also runs north to south through the town. This drainage channel forms a green corridor from the northern edge of the town down past Magor CIW Primary School and on towards the community hub. Again, footpaths running along this corridor form important pedestrian links through the town.

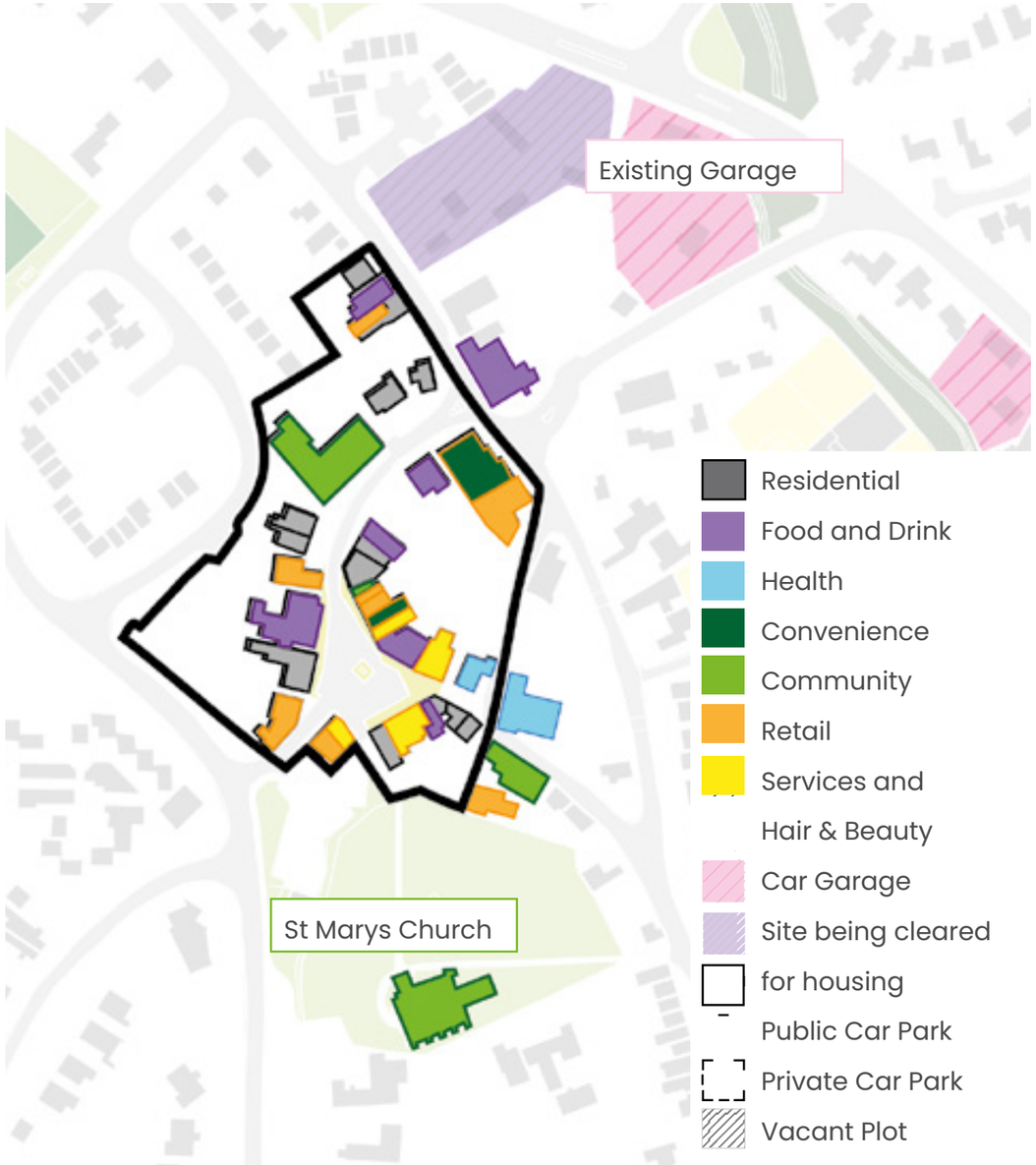
Magor Marsh is a nature reserve located to the south of the town, on the other side of the railway line. A series of paths and boardwalks through the marsh make it a popular destination for walkers. A number of playing fields and play areas are also found throughout the town so most residents are close to some natural greenspace.

Village Centre Facilities

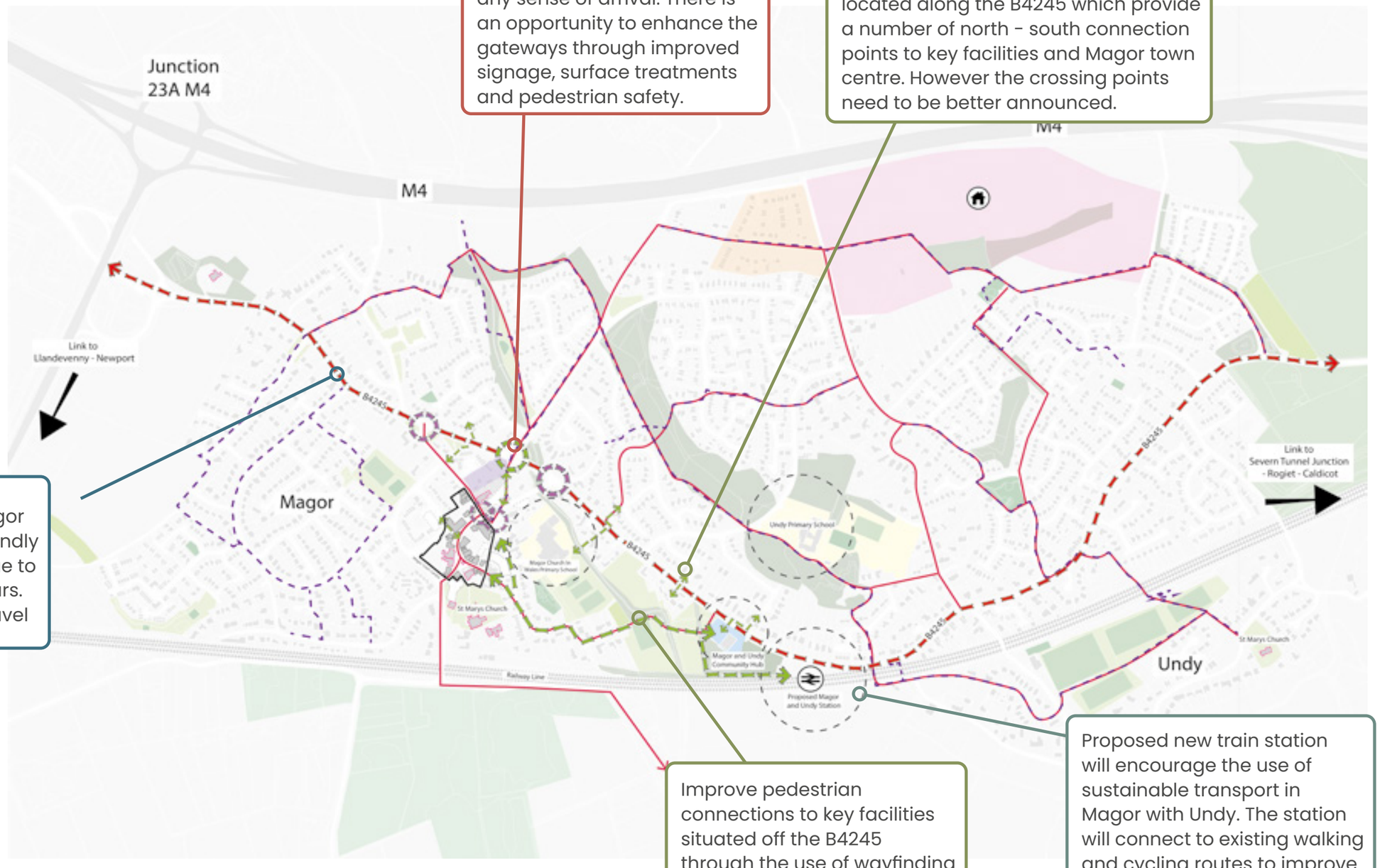
Magor town centre is focused around the historic and characterful Magor Square. It offers a range food and drink, and services such as an opticians and hairdressers. The Square is partially closed to vehicles, allowing for spill out space for units. Magor Baptist Church is a key community asset for the town centre. To the north of the square is a secondary space with the Co-op foodstore and the Wheatsheaf pub. This acts as a gateway into the square.

Along the B4245 is a garage that has planning permission to be demolished to make way for a retail store. This offers frontage onto the B4245 with parking behind and will act as a gateway building into the town centre. A pharmacy, dentist and doctor's surgery sit to the eastern end of the square and provide a health 'hub' for the town.

A full place analysis is available in the **Magor with Undy Baseline Report**, which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.



Wider Issues and Opportunities



All gateways into Magor lack any sense of arrival. There is an opportunity to enhance the gateways through improved signage, surface treatments and pedestrian safety.

There are pedestrian crossings located along the B4245 which provide a number of north - south connection points to key facilities and Magor town centre. However the crossing points need to be better announced.

The main B4245 route through Magor with Undy is unfriendly for pedestrians due to the high flow of cars. Improve active travel along B4245.

Improve pedestrian connections to key facilities situated off the B4245 through the use of wayfinding and clear, direct routes

Proposed new train station will encourage the use of sustainable transport in Magor with Undy. The station will connect to existing walking and cycling routes to improve connectivity within the town.

Town Centre Issues and Opportunities

The B4245 acts as a barrier between existing residential development and Magor town centre

Poor gateway leading to town centre - lack of signage and sense of arrival

Lack of and poor wayfinding to town centre. There is a need for more signage for free parking

Road pinch point

Free public car park looks like a private residential car park

Wayfinding post announcing the direction to Magor Square

One-way street

Magor Square is very attractive, however parking needs more organisation

Heritage site is hidden with a lack of signage - more announcement of the site to celebrate the heritage of the area

Opportunity to create a green corridor to better connect residents with Magor town centre

Improve the safety and ease of north - south pedestrian connections over B4245

Road junction bisects green link to town centre - potential to create a safer pedestrian space to cross over car dominated road.

Dark, unattractive pedestrian link to town centre which backs onto car garage site.

Unattractive car garage site on entrance to town centre creating a car dominated street

Car dominated gateway space. Mainly used for short stay on-street parking for people using the convenience store

Opportunity to increase public realm within Magor Square to create a more pedestrian friendly space within the heart of the town.

Improve pedestrian link from town centre to walkway station and Community Hub

SWOT Analysis: Location

Strengths

- Located just off junction 23A on the M4 with links to M5, A449 and M50 into Bristol and the southwest, the Midlands and to Newport, Cardiff and further into South Wales.
- Close to Severn Tunnel Junction which provides rail connections to Gloucester and the Midlands, Bristol (and onwards) and to other South Wales stations.
- Located within the Gwent Levels and close to Wentwood Forest, providing opportunities for recreation including long distance walks and trails and easy access to local routes alongside the Severn Estuary.
- The B4245 connects Magor with Undy with other towns giving easy access to education, employment, shopping, leisure and other community facilities.

Weaknesses

- M4 junction is at a major approach into and out of Wales, so does experience congestion at peak times.
- Magor with Undy's location is well-connected which gives residents choice reflected in the county council's shopping survey which shows movement for retail and leisure outside of the immediate area.

Opportunities

- Magor with Undy Walkway Station can open up access to nearby towns and cities within South Wales, Bristol and the Southwest, and further afield.
- Investment at Severn Tunnel Junction and Active Travel links can add to the location's benefits.

Threats

- Need to manage local infrastructure with housing growth and the locational draw of Magor with Undy and other Severnside settlements.

Key Messages

- **Location is a key attractor for established residents and those choosing to live in Magor with Undy; this has implications for existing community facilities and amenities and planning for future infrastructure.**

SWOT Analysis: People

Strengths

- A town with a population of 6,000 residents but with an additional 20,000 people within a 15-minute drive. In 2021, 2500 households were in the community.
- It's popular with people aged between 44 and 64, with a population in this age group 2% points above the Welsh average. It's a place to have a family.

Weaknesses

- Decline in population over the age of 75 may be due to the lack of available housing stock to downsize to, or limited care accommodation.
- Population drops off between the ages of 29 and 44 with younger couples locating.

Opportunities

- A place for families with opportunities to spend time in the community, Magor Square and out on the Gwent Levels and in the nearby hills.

Threats

- Magor with Undy is not seen as a place for younger people and couples due to the size of the houses, local infrastructure and employment.
- Loss of older generation does not lead to an age balanced community with inter-generational activities and cohesion.

Key Messages

- **Magor with Undy has an appeal due to its location and access to wider employment opportunities; town needs to meet needs of younger and growing families in relation to community infrastructure, eating out, local convenience shopping and access to sports, recreation and the countryside.**
- **Need to consider community cohesion and homes for older residents to maintain their role in the community.**
- **The relationship with other Severnside communities is important due to the B4245 running through them and how they perceive and use facilities and services in Magor with Undy.**

SWOT Analysis: Skills and Economy

Strengths

- High levels of economic activity compared to Welsh average with 62.9% of population economically active.
- Only 1.7% unemployed, compared to 3.1% Welsh average.
- Higher skills and more qualified population reflected in more managerial and professional occupations.
- Only 11.8% of the population have no qualifications compared to 19.9% Welsh average.

Weaknesses

- Occupations in the care and leisure sector are lower than the Welsh average, followed by sales and customer services, some 2% points below the average.
- 6% of residents travel over 30km to their place of work.

Opportunities

- 40.6% of residents work mainly from home compared to 25.6% Welsh average.

Threats

Key Messages

- **A commuter town – a place to live with access to cities and towns providing higher-status employment opportunities.**
- **There is an opportunity to tap into this section of the community when looking at basic services and facilities that support home working such as meeting rooms, digital and print services.**

SWOT Analysis: Community

Strengths

- The community is well below the Welsh average for households in all three dimensions of deprivation, with 57.4% not classified.
- Most households comprise of 2, 3 , 4 or more people with 72.1% of the community being single family households, some 9% above the Welsh average.
- Socially rented housing is low.
- 40.4% own their home outright.
- Residents rate their health as very good to good, some 5.1% to 1.1% points above the Welsh average.
- Magor with Undy is in the least 50% of deprived communities in Wales.

Weaknesses

- Physical environment domain in Welsh Index of Multiple Deprivation is within the 10-20% most deprived.
- Mill 2 LSOA does shows levels of need in relation to access to services, community and physical development.

Opportunities

Threats

Key Messages

- **A family-focussed community that is generally healthy and not in deprivation.**
- **Some pockets of need centred around physical environment, access to services, community and physical development.**

SWOT Analysis: Shopping and Leisure

Strengths

- Asda in nearby Caldicot is most popular for main food shopping within Magor with Undy's hinterland, followed by Aldi in the same town.
- 13% of Magor with Undy 's residents shop at the local Co-operative store on Newport Road.
- Caldicot and Chepstow town centres are the main destinations for DIY, hardware and gardening goods, as well as banking and other financial and legal services.
- Caldicot Leisure Centre is a main draw for Magor with Undy's residents.

Weaknesses

- Bristol Cribbs Causeway is the top destination for clothes and footwear and household goods.

Opportunities

- Proposed housing expansion can support local businesses and the village centre.

Threats

- Leakage of spending because residents have good mobility and work in nearby towns and cities.

Key Messages

- **Convenience shopping is generally retained locally within Severnside.**
- **Providing a leisure and culture experience for residents and visitors is of growing importance as people tend to go out of the town and immediate area.**
- **Accessibility of nearby larger towns and cities means Magor with Undy loses out for most comparison shopping and major cultural experiences, although it doesn't have the physical footprint to accommodate this need or population.**

SWOT Analysis: Activity

Strengths

- A number of proactive groups and organisations that have brought about community investment in Magor with Undy such as Magor Frost Fayre, Community Hub (MUCH) and Magor with Undy Walkway Station, among others.
- The town council has a development plan and series of projects and activities to develop and deliver.
- Range of local groups for the community, environment, recreation, events and younger people.
- A number of sports, recreation and open spaces that are close to the town centre.

Weaknesses

Opportunities

- Building long-term sustainability, skills and activity around community organisations and volunteering.

Threats

- Volunteering capacity and succession within the community.

Key Messages

- **Real sense of community-led campaigns, initiatives and delivery local infrastructure as well as events, which provides a solid foundation to build on.**

SWOT Analysis: Movement

Strengths

- Good access to the M4 and the wider network it provides.
- A small and compact walkable place.
- No through traffic so town centre only has local car traffic. This makes for a relatively safe place to walk and cycle.
- Good supply of free parking within close proximity of the town centre.
- On a regular bus route to neighbouring town.
- Bus directly loops into residential areas to the north and town centre.
- Local network of walking and cycling links are generally safe.

Weaknesses

- B4245 creates physical barrier between town centre and residential area to the north.
- Poor gateways on the B4245 - place is 'unknown' to non locals.
- Town centre has no through traffic so reduced passing trade.
- While local pedestrian and cycle networks exist and are generally safe, there remain areas that are not connected.
- Pedestrian and cycle links to Newport and Caldicot are poor and unpleasant due to the impact of traffic along B4245.
- Limited destination infrastructure for cyclists, such as convenient and secure cycle parking within the town centre.

Opportunities

- Reduce severe impact of B4245.
- Improve town centre gateways along the B4245.
- Create new and upgrade existing pedestrian and cycle links locally.
- Provide improved wider active travel links to Caldicot and Newport.
- Proposed walking station: active travel link to Community Hub and town centre.
- Improve cycle destination infrastructure.

Threats

- Proposed housing expansion: pressure on existing transport network.

SWOT Analysis: Public Realm

Strengths

- The square creates a real local and community focus at the heart of the town centre.
- Local businesses and services spilling out into the square give a vibrancy to the place.
- Historic built fabric provides a great setting and sense of place.
- Abbey and links to Gwent levels.
- The place feels welcoming and has a feeling of community and belonging.

Weaknesses

- Indiscriminate parking within the square negatively impacts on the role and function of the place.
- Quality of street furniture, such as planters, needs addressing.
- Gateways, routes and wayfinding from the town approaches need improving.
- Area to front of Co-op feels traffic dominated and over engineered.
- There are several sites and areas which are of a poor visual quality and currently detract form the positive feel of the place: for example the garage site and former farm.
- Little green urban infrastructure including a lack of street trees.

Opportunities

- Rationalise the use of the square and the parking within it: create improved social and public space.
- Create positive gateways to the place through street treatment, landscape and wayfinding.
- Redress the balance between people and vehicles at the Co-op roundabout: creation of place.
- Introduce quality urban landscaping: green and blue infrastructure.
- Improve quality of local active travel links between local facilities and destinations.

Threats

SWOT Analysis: Mix of Uses

Strengths

- A local and independent service centre.
- Strong presence of hair and beauty (9) and food and drink (8) businesses with non-food goods not so well provided for.
- Other community services include a post office, pharmacy, dentist and GP surgery with the Church Hall a draw for local residents.
- It's a place to meet friends and family for a coffee, or a meal and socialise.

Weaknesses

- Not a strong comparison (non-food) offer.
- Physical footprint of town centre not big with no capacity to meet future demand.
- Draw of Cribbs Causeway and Newport Retail Park due to high levels of mobility and travel to work patterns.

Opportunities

- Build on the independent, local and accessible character of the town centre.

Threats

- Travel to work patterns and residents establishing linked activities out of the community and immediate area.
- Visibility from B4245 is poor for first-time visitors and engagement with businesses.

Key Messages

- **A local and independent offer that presents itself as a service centre through its mix of food and drink, hair and beauty and local convenience shopping complemented by a surgery, dentist, pharmacy and community venues nearby.**

SWOT Analysis: Property Vacancy

Strengths

- Vacancy rates are very low.
- Resident population within a 15-minute walkof the town centre.
- Parking provision is ample and generates good footfall.

Weaknesses

- Town centre has limited opportunities to provide additional commercial space.
- Visibility of businesses off B4245 – limits passing trade and first-time visitors.

Opportunities

- MOT Centre and garage site has been subject to planning application and would announce town centre better and meet local retail need if redeveloped.
- Location within Gwent Levels needs to be exploited more in relation to leisure, wildlife and activities.

Threats

- Travel-to-work patterns and residents establishing linked activities out of the community and immediate area.

Key Messages

- **The town centre has a strong local offering with a limited physical footprint, yet there are some opportunities to position it better to visitors and meet some untapped demand in convenience and small non-food retail.**

SWOT Analysis: Identity

Strengths

- Some known, signature events such as Magor Frost Fayre.
- Home to Magor Brewery – known nationally.
- Location on Gwent Levels.
- It still feels like a village within The Square area that includes historical ruins and its church.

Weaknesses

- It's growth has seen it change from a hamlet to a town in terms of its population.

Opportunities

- Maximise its location within the Gwent Levels for visitors as a hub or stopping point on walks and rides, in addition to engaging with wildlife and the local environment.

Threats

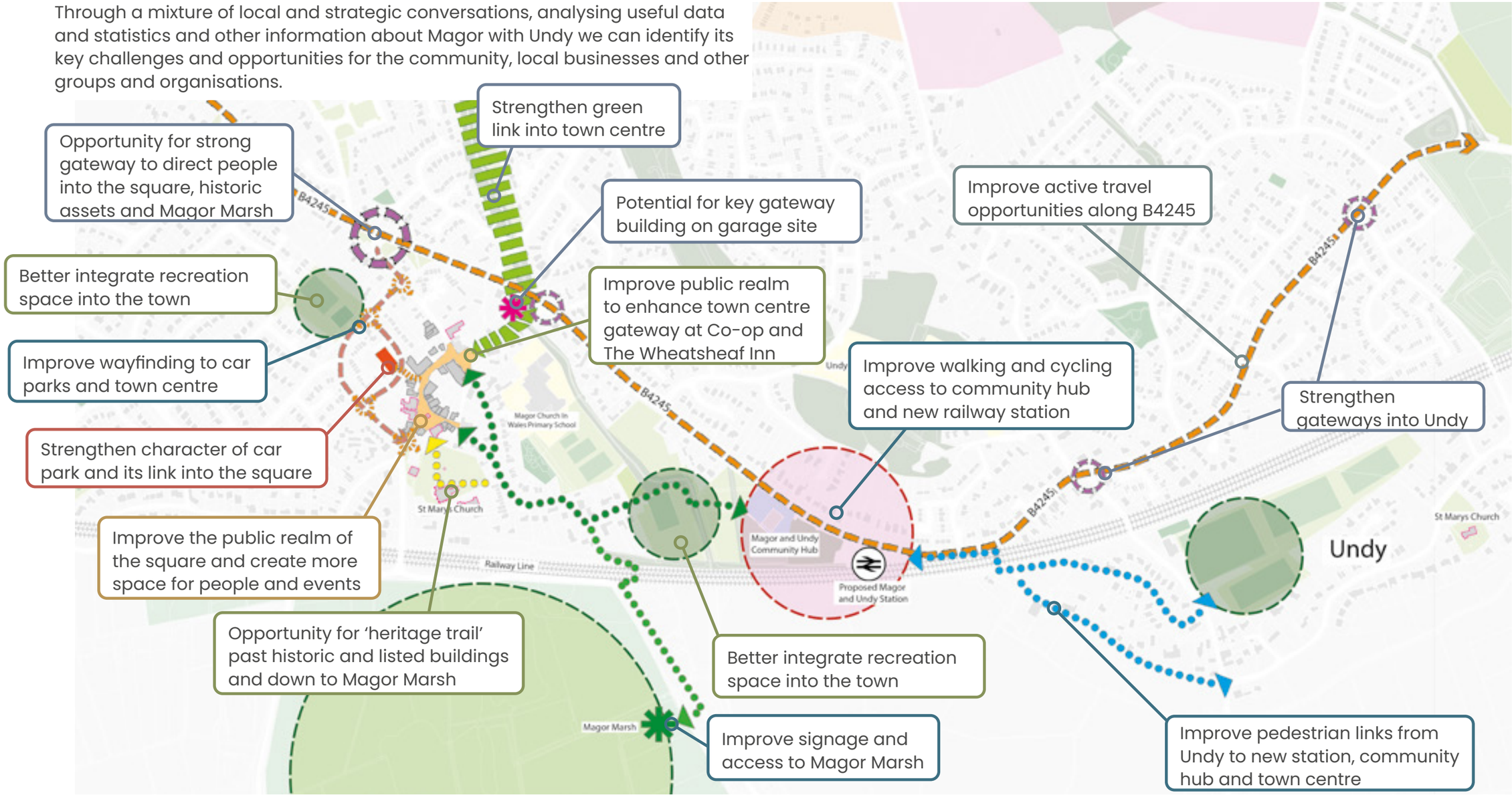
- Managing growth while maintaining character, scale and sense of community.

Key Messages

- **Its identity is founded on history, railway, the Levels and recent archaeological finds – need to forge identity today that holds onto past but embraces town and community today.**
- **Location within the Gwent Levels is a visitor economy opportunity that needs to be maximised.**

Magor with Undy Opportunities Framework

Through a mixture of local and strategic conversations, analysing useful data and statistics and other information about Magor with Undy we can identify its key challenges and opportunities for the community, local businesses and other groups and organisations.



What Stakeholders Told Us

A stakeholder workshop was held in mid-October 2024, where local groups and organisations came together to discuss challenges and opportunities within the village centre and the wider town.

Location and Identity

The place feels connected in relation to the M4 and the wider road network, providing choice and being the main reason for people to live here. While the original village has grown and become a town in terms of its population, stakeholders feel that it has still retained its village character and sense of community. The village centre around The Square is hidden from the B4245 road corridor, which is discussed in more detail in this plan.

The identity of Magor with Undy is seen as very much around its community and village feel. While local stakeholders recognise that they are part of the Gwent Levels, this needs amplifying if the village centre is to benefit from visitors who have an interest in nature, wildlife, biodiversity and character of the Levels, as well as its heritage. There is also an opportunity to maximise the draw of people walking or cycling through the village.

Critical Challenges

Parking and Movement:

Car Parking. Supply of parking is seen as adequate except when there are major events such as the Frost Fayre. Finding car parks on entering the village centre from the B4245 is difficult for first-time visitirs with the Withy Close car park hard to find and with a private residential feel. Likewise, the Magor Square car park is slightly offset and hidden with stakeholders talking about first-time visitors cautiously driving through the Square and not knowing that the car park is ahead on the left.

Cycle Parking. Cycle parking is lnot enough to meet demand,especially at weekends when recreational and touring cyclists gather in The Square.

Movement. The main challenge is knowing that there is a village centre off the B4245, especially coming from the west, with the first turning feeling residential and continuity signage to the car parks taking you through a housing estate.

Public Transport:

Buses. Stakeholders discussed the lack of an early morning bus service from the village centre and suggested the 74 service that links the Brewery having could be extended into the village are seen as poor. Bus stops on the B4245 and close to the village centre. Need to promote the buses that are available, or they will be lost if not used enough.

Trains. An active travel to link into Severn Tunnel Junction along the B4245 is identified as a key need for local residents and the new walkway station is seen as being key to local connections and attracting day visitors to the Gwent Levels.

Public Realm and Landscape: The approach to the Co-operative store and its roundabout could be better in terms of space and how it leads you into The Square. Walkways into the square not great for wheelchair users and pushchairs. The Square has the right character, but the landscape is lacking and needs to be improved.

What Stakeholders Told Us

Mix of Uses:

Role and function. Stakeholders recognise the local service centre feel for the village centre and that you need to shop elsewhere for other goods. Stakeholders would like to see any new businessss to complement existing ones and not draw away trade.

Choice. Local residents tend to look east rather than west to do their non-food shopping, with Cribbs Causeway near Bristol seen to be more accessible than Cardiff.

Convenience. The Co-op is seen as a key top-up store but also a main food shop for older members of the community so is seen as a vital service.

Family activity. How do we create the right offer that attracts families throughout the year?

Others. Lack of opticians in the area. Need for agile and remote working hub or internet café

Town Centre Facilities:

Health. Local stakeholders mentioned a reduced service from the local surgery with half-day closing and some minor referrals being directed to the Caldicot surgery. Lack of NHS places with local dentists is also identified as a key issue.

Toilets. Lack of public toilets in the village centre means visitors use toilets in businesses when they are open.

Arts and culture. A community venue or space could support pop-up cinema, theatre and other arts and cultural activities. Needs to be better collaboration between local organisations and community groups.

Heritage: More interpretation and interaction with local heritage that also engages with The Square. One stakeholder organisation discussed the need for a local heritage museum that talks about life on the Gwent Levels and the area's history from Roman to medieval times to the railway and the estuary.

People and Community.

Housing: Linked to Magor with Undy being a place for younger adults, the lack of mixed housing tenure and sizes is identified as a barrier to people being able to afford to live in the community.

Sports and Recreation: Provision is good for a range of sports and recreational activities, but there is a need to improve accessibility and link for people who want to walk rather than drive.

Engaging Young People: Provision for young people is a key area to focus on so they feel they belong and play an active role in community life, and the wider community value their contribution.

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Your Vision for Magor with Undy's Future

Your Vision

This section sets out a vision for what Magor with Undy village centre could become: a place within the Gwent Levels that has a wonderful community spirit, is well connected and known for its local businesses, services and places to meet. Rather than being developed in isolation, this vision has emerged directly from consultation with local people - from informal conversations in the street to formal workshops with community groups and businesses.

The vision reflects the shared hopes and aspirations we heard repeatedly during our engagement, centred around four key themes: gateways into the village centre; arrival in The Square; its Heritage and The Levels; and its community life.

This isn't about imposing change from outside but about capturing and coordinating the energy and ideas that already exist within the community, creating a common direction that everyone can work towards.

Magor with Undy is a community known for its welcome in the Gwent Levels. Centred around its village square, local people meet for a coffee, bumping into visitors who are exploring Magor Marsh and its lanes that lead down to the Severn estuary. Destination shops and eating places attract people from outside the area, with the village known for events, festivals and social gatherings. Its recently opened Magor with Undy walkway train station has made the area accessible to all, with its diversity of homes attracting people of all ages due to the open space and range of community activities that bring residents together.

Your Delivery Goals

The village centre of Magor with Undy, once discovered, is a place you want to keep returning to. It has a local offer and experience that is centred on **convenience, local services and meeting** for a coffee and something to eat. The challenge, however, for someone new to the area, is finding Magor Square and its neighbouring streets. We therefore need to make the village centre **more visible and connected** to the wider neighbourhood, so more people see it as the first choice for something "local". Connecting into other local assets is key to stronger community relationships and sustainability.

The placemaking plan aims to achieve this through focusing on several strategic goals::

1 Gateways

Announcing the village centre from the two entrances on the B4245 is critical to help first time visitors find the heart of Magor Square. The community feel and location on the Gwent Levels are intrinsic to its **identity** and any associated gateway elements such as signage, landscape and how road junctions are treated should reflect this identity. For those coming by car, parking needs to be easy to find, especially coming in from the western side, before **stepping out into the village** centre. A new entrance into the community will also be from the future **walkway train station**, and passengers will be able to walk and cycle through a series of improved links and community spaces that lead into Magor Square.

2 Arrival in The Square

Magor Square and its neighbouring streets have a charm and character that needs to be recognised and brought to the fore. **Pedestrian links into the Square** from neighbourhoods, car parks and rural lanes need to be enhanced in a way that promotes a series of **people friendly spaces and places** and supports local businesses by creating a safe, pleasant and communal environment. The Square needs to be able to accommodate larger, annual events through to smaller pop-up activities. It also needs to be welcoming for walkers, cyclists and other visitors with cycle facilities, seating, water points and other facilities.

Your Delivery Goals

3

Heritage and The Levels

The location of Magor with Undy on the **Gwent Levels is an untapped resource** that the village centre needs to maximise in terms of the story of the Levels and a base to explore them from. The Magor boat, Procurator's House and the Priory, St Mary's Church and Magor Marsh are just a few of the places that need better **digital physical interpretation** so they're rooted in the village centre and easy for visitors to find. How Magor with Undy links into other nearby communities through active travel and **public transport** is important to create an integrated Gwent Levels experience.

4

Community Life

The role and function of Magor with Undy as a place to live needs to be supported by a **range of local services and facilities** which meet the needs of an age-balanced community. The village centre needs to retain and grow community assets that provide for places to meet, advice and outreach, health and well-being services whether be through public, private or community providers. **Recreation and sports facilities** need to connect to good pedestrian links and **strategic active travel networks** so they're accessible for residents.

Your Supporting Objectives

Supporting objectives explain how the plan's vision—guided by its overarching goals—is delivered in practice:

Goal 1: Gateways

Make it clearer where the village centre is from the B4245 and promote the town's location in the Gwent Levels.

Supporting Objectives:

1.1 To announce the village centre within the Gwent Levels from main gateways with better features, use of landscaping, signage and wayfinding that brings people into the heart of Magor Square. Integrate existing and planned public transport provision into local mobility.

1.2 Link Magor with Undy neighbourhoods with the village centre and align other community facilities so that it becomes a networked place.

1.3 Value the Magor with Undy community spirit and its setting within the Gwent Levels in a way that celebrates its environment, local biodiversity, heritage and known events and festivals that bring residents and visitors together.

Goal 2: Arrival in The Square

Build on the independent character of Magor Square so that it's people friendly and a welcoming space to all.

Supporting Objectives:

2.1 To create public space that is people friendly, encourages walking, cycling and spending time, and promotes green, climate-resilient streets and squares. Spaces need to support local business, community action and a sense of belonging.

2.2 Magor Square sits at the heart of the village centre and is the focal point for community events and activities. It should be designed to help facilitate this. The War Memorial is the focus of the square and should be celebrated as such.

2.3 Link Magor with Undy neighbourhoods with the village centre and align other community facilities so that it becomes a networked place.

Your Supporting Objectives

Goal 3: Heritage and The Levels

To tell the story of the Gwent Levels by developing interpretation, products and linkages to and from the Severn Estuary into the village centre.

Supporting Objectives:

3.1 To announce the village centre within the Gwent Levels from main gateways with better features, use of landscaping, signage and wayfinding that brings people into the heart of Magor Square. Integrate existing and planned public transport provision into local mobility.

3.2 Value the Magor with Undy community spirit and its setting within the Gwent Levels in a way that celebrates its environment, local biodiversity, heritage and known events and festivals that bring residents and visitors together.

3.3 Ensure the Magor with Undy Placemaking Plan is co-delivered with strong collaboration between community stakeholders, local businesses, and public authorities. Use the plan to guide decision-making and unlock funding opportunities to support the town's sustainable growth.

Goal 4: Community Life

Develop local services, facilities and spaces that support an age-balanced community.

Supporting Objectives:

4.1 Value the Magor with Undy community spirit and its setting within the Gwent Levels in a way that celebrates its environment, local biodiversity, heritage and known events and festivals that bring residents and visitors together.

4.2 Ensure the Magor with Undy neighbourhoods link with the village centre and align other community facilities so that it becomes a networked place.

4.3 Ensure the Magor with Undy Placemaking Plan is co-delivered with strong collaboration between community stakeholders, local businesses, and public authorities. Use the plan to guide decision-making and unlock funding opportunities to support the town's sustainable growth.

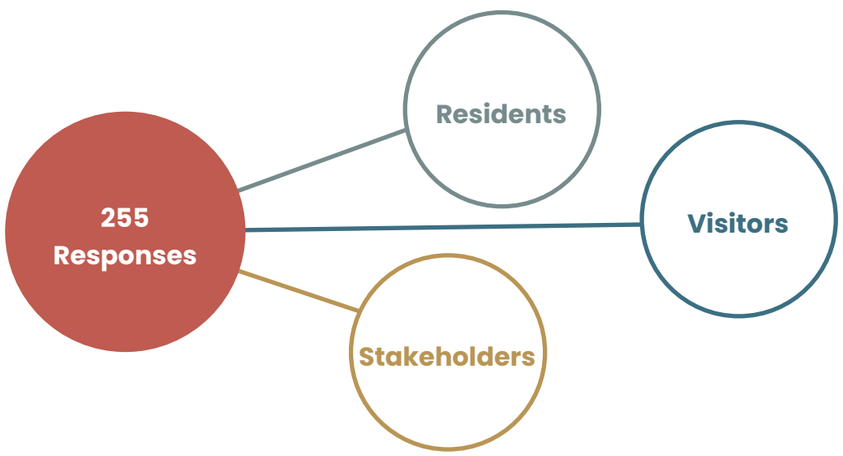
Your Plan for Magor with Undy

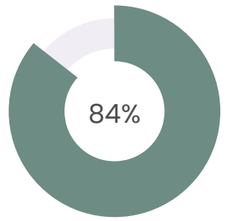
Your Plan for Magor with Undy

A clear vision is just the starting point: this section focuses on how we turn that vision into action. It outlines the overarching plan, breaking it down into key projects and practical steps that will support the future viability of the village centre. It also recognises that some significant investments are to take place in Magor with Undy such as the walkway train station and active travel network developments. Crucially, this section looks at how the plan will be delivered: who needs to be involved, how progress will be tracked, and how the plan can adapt over time. The goal is to give everyone a clear path forward – showing where they fit in, and how they can help make change happen.

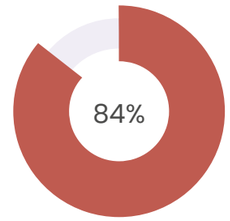
Community Response to the Draft Plan

Before setting out our delivery approach, it's important to understand how the community responded to our initial proposals. The comprehensive public consultation in February 2025 was crucial in validating our vision, identifying which projects had strongest community support, and refining how they should be implemented. This feedback from **255** residents, visitors, and stakeholders directly shaped the prioritisation and design of projects outlined in this section.





Need to Improve local facilities



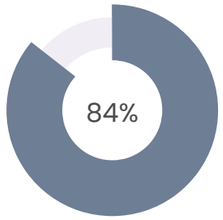
Better linkages across the community

Strong Community Support

Local Facilities. 84% of respondents see a need to improve local facilities, with the need for public toilets as the top priority and a number of options suggested including a partnership with a local business in addition to a community or publicly run facility. Other suggestions include bike mechanic stations, local amazon and Evri lockers and cycle stands. Facilities for young people are suggested, including a skate park near the Hub building. Respondents also raise concerns about the loss of services with worries over the doctor's surgery and its reduced opening hours.

Neighbourhood Connections and Active Travel. 84% of respondents agree with better linkages across the community with more signage between neighbourhoods and Magor with Undy Community Hub (MUCH), Sycamore Fields and the village centre, including better lighting and use of wildflower planting. Some simple investments include a physical map and a welcome pack for new residents as well as a community clear up of footpaths. Better links to Whitewall on the main road were suggested, as connections to Undy are poor with footways ponding with water, and overgrown. **83%** agree with the need to improve active travel routes, specifically to address the poor pedestrian footways out to Rogiet and Severn Tunnel junction and to ensure active travel routes integrate with the future Magor with Undy walkway station.

Your Plan for Magor with Undy



Improve Withy Close Car Park

Better communication on community life and activities

Improve destination signage between Gwent Levels and the village centre

Withy Close Car Park and Linkages. **84%** of respondents agree that this car park is hidden and is perceived to be for the sole use of the neighbouring residential homes. Improvements include to remove containers, improve signage, provide town maps, way-markers and some simple landscaping directing you alongside the Baptist Church.

Community Life. The sense of community in Magor with Undy is strong, although respondents do agree with the need for better communication on community life and activities, whether digital or physical. Respondents value the current programme of events and activities such as the Frost Fayre and activities across the various halls and venues which the community needs to build on. Most respondents agree with the need to improve destination signage, trails and paths management between the Gwent Levels and the village centre and a better awareness of opportunities to walk, cycle and explore the Levels from the village centre.

Support with Refinement

Magor Square. While **68%** of respondents are in favour of the proposals to enhance Magor Square, this approval is focussed on specific issues. Firstly, there is a need to undertake a wider village parking strategy to address off and on-street parking so that it supports popp-in parking and businesses in the Square. Some respondents discussed the detail of a shared space design, suggesting an emphasis on conservation-type material, trees and planting and the differentiation between the footway and carriageway. Finally, a number of respondents suggest a trial or phased approach that is low cost but tests the proposed allocation of space between vehicles, pedestrians and building frontages.

Western Gateway. Respondents agree with need to announce Magor village from this location on the B4245 **(67%)** to improve pedestrian safety and use signage and artwork to raise the profile of the Gwent Levels destination. Some people suggested a simpler phased approach that represents value for money, with some comments on the design detail for the carriageway and the signage and forms of artwork that could be used. There were also some "quick win" suggestions around community tree planting and wildflower planting.

Other Approaches. There is strong agreement on the need to reinforce the junction at the MOT Centre as a better way to access the Co-op edge of the village centre using simple carriageway treatment and signage. There is also to be a need to consider on-street parking within this area and some underused pieces of land and underused buildings. **66%** of respondents see a need to improve the arrival point at the Co-op and Wheatsheaf Inn and addresses redundant buildings, on-street parking and a simpler junction at the Co-op, e.g. a T-junction, with a need to explore a one-way flow out past the fish and chip shop on Newport Road.

Your Plan for Magor with Undy

Clear Priorities Emerged

When respondents were asked to choose their top three priorities for the village centre, a strong group of priorities focussed on the i) Co-op approach and roundabout, ii) improving the public realm and experience at Magor Square and iii) implementing active travel routes and infrastructure across the town. A second group of priorities focussed onthe need to improve the western gateway on the B4245 with Newport Road and to continue to build on the organisation of community and social events that draw people into the village centre.

This Shaped Our Final Approach

Making Connections. The local community value the proximity of neighbourhoods to the village centre and recognise the need to develop a network of paths and trails that are accessible, safe and pleasant to use. The recent announcement of UK funding for the Magor with Undy walkway train station brings the need for an integrated community network to the forefront and will benefit residents, the village centre economy and the Gwent Levels area.

Staged Approach. There is majority support for a number of proposals that announce, direct and add to the village centre experience. Responses to the proposals note the need to take smaller, proportionate steps with low cost trials before any bigger capital investment takes place. Some of this is about community action such as planting and landscaping on the B4245 and developing the identity around the Gwent Levels. Understanding the wider parking needs across a diversity of users is also identified, along with how these findings can help support access and popping-in parking in and around Magor Square.

Valuing Community. Community life in Magor with Undy is greatly valued with a need to safeguard basic and vital services that support local well-being. Concerns over a diminishing health service in the community have been raised, as well as growing the volunteering base to involve young people as well as older residents. Events and festivals are recognised as bringing people together with a need to grow more informal community activities in and around Magor Square as well as the signature May Fayre and Frost Fayre.

A Village Centre for All. Magor with Undy needs to be inclusive and accessible to all. Its also needs to be a village centre where young people feel involved, can participate in activities and have a role to play in its day- to-day life. The role of young people needs amplifying in terms of how they engage with the wider community in terms of uses, activities and how existing attractors can broaden their appeal and open up opportunities for young people.

The full findings of the public consultation phase are analysed in a separate **Magor with Undy Consultation Report**, which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Prioritisation Framework

The following section details the proposed placemaking projects by theme. Some are illustrated with more developed plans and drawings, others with the use of precedent images to provide examples of what physical implementation could look like.

The Prioritisation Process

The placemaking plan has also applied a prioritisation process that has helped the local steering group to consider what the initial focus should be, accepting that some larger projects will take time to develop and implement. The main aim of this process has been to assess and organise projects and proposals within the placemaking plan in a consistent way that ensures they align with Magor with Undy's vision, goals, and objectives, while also considering feasibility, impact, and deliverability.

Before projects were assessed they were defined by their type, as shown below:

Project Type	Definition
Strategic and Enabling	Studies, partnerships, governance, or marketing strategies.
Operational and Programme	Events, wayfinding, pop-ups, enterprise support, digital platforms.
Capital Infrastructure	Public realm, buildings, streetscape, or mobility improvements.

The following process was then applied:

1. Impact

Does the project directly support one or more of the plan's four objectives?

2. Community and Stakeholder Support

Has the project been supported through consultation? Is there strong community or partner backing?

3. Project Readiness

Has the project been the subject of feasibility or design development work? Has there been an appraisal of any likely statutory consents that need to be secured? Are there any land assembly or other physical issues that need to be overcome?

4. Funding Pathway

Are potential funding sources identified, for example WG Transforming Towns Fund, UKSPF, Heritage Fund, MCC capital, grants, private investment?

5. Indicative Costs

What are the estimated costs?

6. Lead Organisation & Management

Who would manage or lead the project, for example Monmouthshire County Council, Magor with Undy Town Council, community group, private sector, partnership?

Strategic and Enabling Projects

Goal	Project and Priority	Activity	Costs
The Village Centre	**Village Car Parks**	Undertake a parking review that leads to an action plan that supports the village centre and associated community assets and facilities. Findings to inform a number of physical regeneration projects.	£
Magor with Undy in the Gwent Levels	**Public Toilets**	Open up discussions on the provision of public toilets, either by the public sector or through a local business partnership or other partnering options.	££

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Operational and Programme Projects

Goal	Project and Priority	Activity	Costs
Valuing the Village Centre	**Develop a Village Centre Website**	Town Council could develop their site promote and signposts local residents and visitors to: • What's on and listings on community events, festivals • Local business listings • Community activities and venue • Spotlight on a local business • Sign up to newsletter • Links to The Gwent Levels	£
	Local Resident Engagement	Promote the village centre and neighbouring community venues, halls and activities when new residents buy a home in Magor with Undy, as well as established residents. Ideas include: • New householder "welcome pack" with, for example, a map and listings • Handy village centre listing for the fridge door • Mailing list for village voice, regular bulletins • Evening socials. For example pub quizzes, village runs, walk and a pint, keep Magor with Undy Tidy litter picks	£
	Village Vibe Activities	Continue to grow events, festivals and activities, established and new: • Signature community events such as Frost Fayre • Develop new activities such as a community cinema and theatre - outdoor/indoor – Noson Allan/Nights Out • Village cycle and running meet ups from Magor Square, linked to a coffee shop or pub	£

High Priority | Medium Priority | Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Operational and Programme Projects

Goal	Project and Priority	Activity	Costs
Turning the Community into the Village Centre	**Neighbourhood Routes From Residential Areas**	Devise a trial temporary signage scheme that is low cost. Monitor use for a more permanent scheme.	£
Magor with Undy in the Gwent Levels	**Gwent Levels Identity, Story And Marketing**	Create a business and community engagement toolkit that embeds The Levels story within the village centre and provides messaging, imagery and ways to get involved. Local accreditation scheme including knowledge and training on The Levels.	£
	Village Centre And Information Hub	Material and information could include: • Local map – printed and digital – on a wall in business, or a table mat in cafes • Information on walks and talks including guided walks • Walkers and cyclists are welcome • Water refill point	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
The Village Centre	**Walking and Cycling**	Design and agree location for a cycle and walking facility that includes: stands, bike mechanic station, E-bike charging and water refill point	£
	Magor Square	Agree with local stakeholders and business community a trial and phased approach to improving the Square, that includes: • Use of movable planters and trees to demarcate extended public space. • Provision of communal seating. • Signage for popping-in parking bays. • Associated signage and Square information.	£
	Magor Square	Use results from trial to inform the final design for physical enhancement works in the Square that include carriageway treatment, footways, landscaping, signage, seating and other furniture. Implement scheme.	££
	Building Improvement Grants	Building improvement grants need to support: • External and internal improvements to bring vacant commercial floor space back to positive use. • External shop front improvements with no internal work. • Conversion of vacant or underused upper floors into new residential accommodation. • Works to enable temporary meanwhile or pop-up uses in currently vacant premises in town and village centres.	££

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Village Centre	The Co-op/Wheatsheaf Inn	Design development and implementation of the highways and public realm works, including landscaping.	££
	Village Car Parks	Enhance, sign, landscape and link car parks to village centre.	£
	Village Car Parks	Design and implement landscaping scheme for car parks and linkages to village centre.	£
	Village Car Parks	Need for signage on Redwick Road that directs visitors to Withy Road car park and onwards to Magor Square.	£
	Village Car Parks	Signage to Sycamore Terrace car park.	£
	Village Car Parks	Signage to Magor Square car park and a simple information point, Gwent Levels map and stopping point for walkers, cyclists and visitors exploring the Levels.	£
Connecting Community Assets	Creating A Connected Necklace of Community Assets	Audit pedestrian routes from respective community buildings and spaces and agree strategic routes to village centre, design development for improvements (accessibility, path improvements, lighting, landscaping, signage) and agree locations and cost. Procure and implement.	££

High Priority | Medium Priority | Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

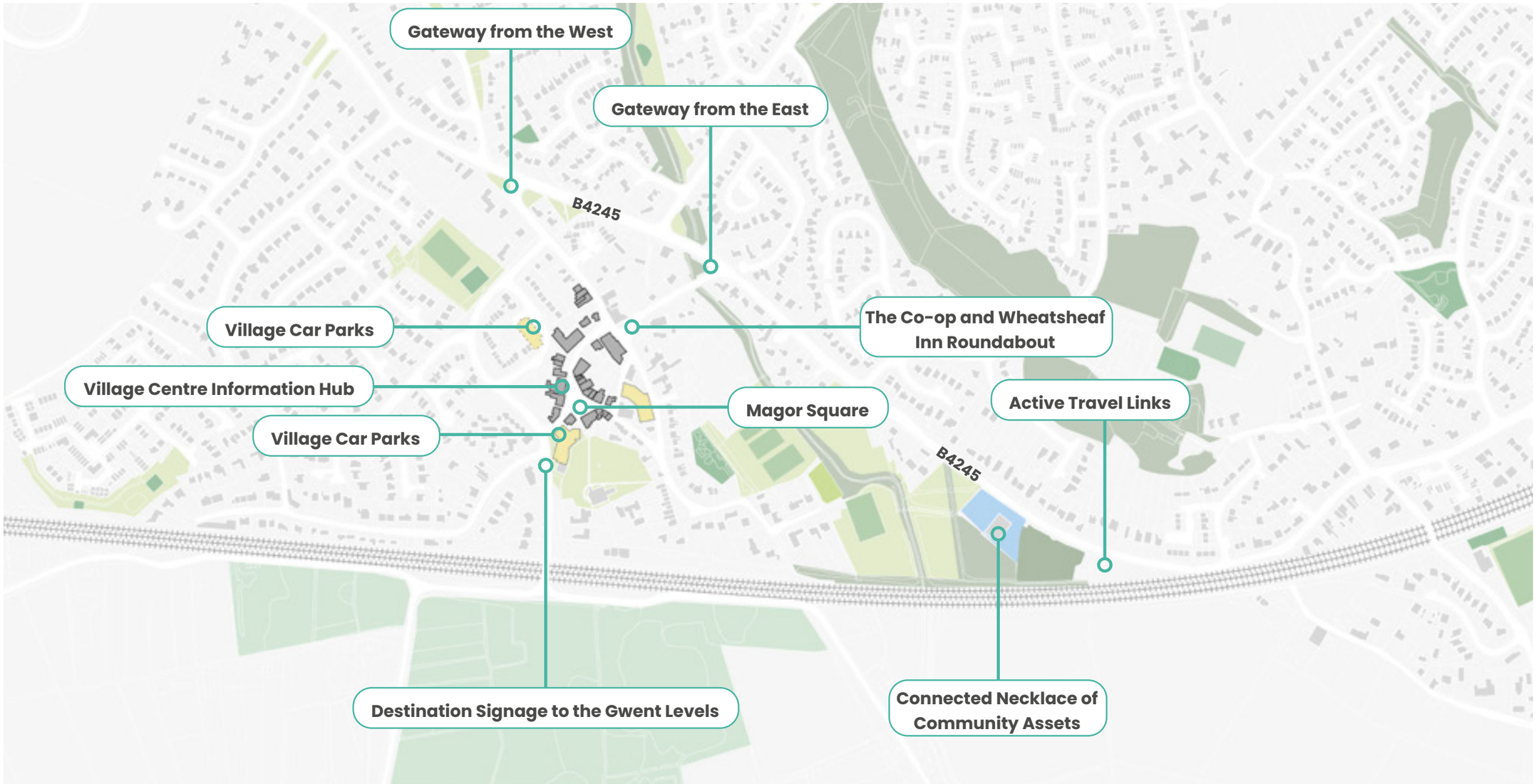
Goal	Project and Priority	Activity	Costs
Turning The Community Into The Village Centre	Active Travel	Develop local walking and cycling routes that have been identified within the active integrated network maps such as Sycamore Terrace link to the Community Hub and the Penny-farthing Lane link from the larger residential areas.	£££
	Active Travel	To develop immediate local links to the future walkway train station.	££
Gateways	Gateway from the East	Improve junction of B4245 and Newport Road with enhanced boundary treatment, community planting and landscape improvements.	£
	Gateway from the West	Introduction of community planting and landscaping scheme at the western approach with enhanced signage to the village centre and the Square.	£
	Gateway from the East	Design, development and implementation of works to carriageway, footways and crossing points.	££
	Gateway from the West	Design, development and implementation of works to carriageway, footways and crossing points.	££
	Gateway from the West	Development and installation of a community-led artwork installation at the Western Gateway.	£

High Priority | Medium Priority | Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Proposed Place-Based Projects

These are some of the proposed physical place-based projects for Magor with Undy.



Gateways

Objective:

To announce the village centre within the Gwent Levels from main gateways with better features, use of landscaping, signage and way-finding that brings people into the heart of Magor Square. Integrate existing and planned public transport provision into local mobility.

Gateway from the West

- Announcement of the place through better use of existing landscape, a place-based approach to the junction, changes to carriageway widths and surface, raised table, promotion of pedestrian movement along desire lines and use of public art, signage and gateway announcement relative to the place.
- This needs to improve the experience of local pedestrians and cyclists and announce the place and Magor Square to passers-by and visitors.

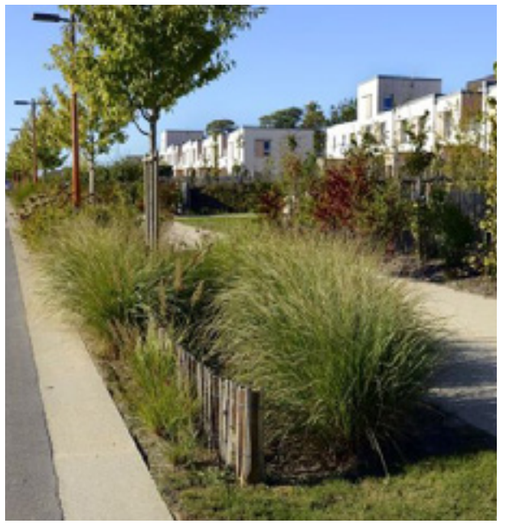
Gateway from the East

- More of a 'local' gateway for, say, users of the Co-op or surgery. Key pedestrian gateway for local residents, but visitor car traffic should be encouraged to use main western gateway to avoid bringing visitor traffic through the square.
- Proposal here should be about slowing through traffic to make for a more pleasant and safer pedestrian environment, helping to link the wider community across the B4245 to the village centre.

Western gateway to village centre

Eastern gateway into village centre

Raised table to improve pedestrian crossing with vibrant rain gardens



Defensible landscaping

B4245 Town Centre Gateway

Objective:

Creating a new gateway off the B4245 to better highlight and promote the route to the town centre. Improved public realm, public art and signage as well as slowing traffic down and improving crossing points for pedestrians will create a key gateway for the town.

- Focused on the B4245/Newport Road/St. Bride's Road junction which currently lacks any definition or character to say "Welcome to Magor".
- Raised table and narrowing of the road will help to slow traffic down and create a less car dominated environment.
- The raised table will create level crossing points for cyclists and pedestrians making a better connected and more accessible town.
- The lighted crossing will be maintained as the focus of the area.
- The existing characterless grassed areas will be transformed into bright and vibrant rain gardens.
- Bold and clear signage will welcome people to Magor and highlight the direction to the Square.
- Public art, that will reflect the local character and history of the two places such as the Magor Pill Boat, will be used to convey the 'story' of the town to visitors and residents.
- Existing landscaping will be retained and new native landscaping will enhance the ecology of the area and improve air quality.
- Some benches and large rocks will form meeting points or resting places for people walking to or from the Square.

Rain gardens | Pedestrian crossings improved | Welcome signage | Public art | Attractive landscaping | Rationalised road space | Places to stop and rest

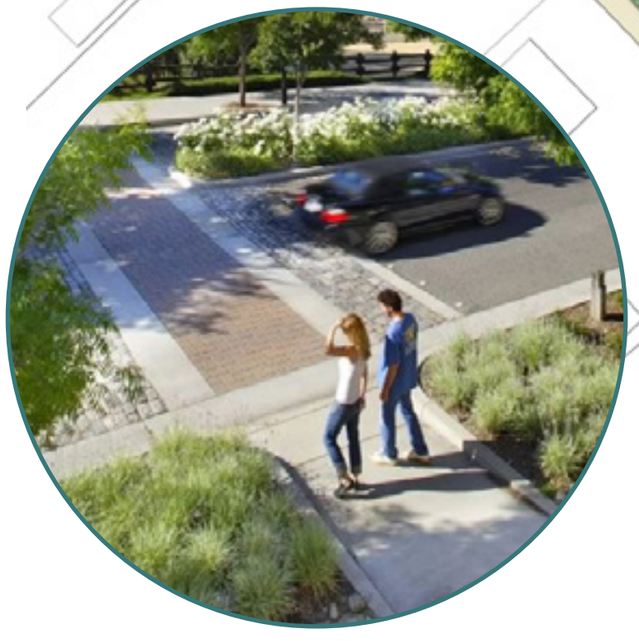
Examples of bold welcoming signage

Public art reflects the 'story' of Magor with Undy

Vibrant rain gardens

Raised table to improve pedestrian crossing

B4245 Town Centre Gateway



1. Informal pedestrian crossing points that align with where people want to go
2. Raised table and narrow carriageway to slow vehicles down
3. Colourful and vibrant rain gardens
4. Defensible landscaping that helps disguise the blank rear wall boundaries and improves security
5. Public art features that help tell the story of Magor with Undy
6. Lighted crossing point retained
7. New trees and landscaping improve local biodiversity and air quality
8. Bold totem welcome sign that directs people to the Square
9. Existing trees retained
10. Benches or rocks as places to stop and rest

B4245 Town Centre Gateway

View towards new welcome totem sign (for illustrative purposes)

Street filled with landscaping, rain gardens and public art

Retained lighted crossing and informal crossing points give priority to pedestrians

The Village Centre

Objective:

To create public space that is people friendly, encourages walking, cycling and spending time, and promotes green, climate-resilient streets and squares. Spaces need to support local businesses, community action and sense of belonging.

The Co-op and Wheatsheaf Inn Roundabout and Approach

- Creation of a 'place' with less vehicle dominance.
- More traditional junction rather that a roundabout making pedestrian movement easier and safer.
- A stepping stone to the main Magor Square and a better setting for the Wheatsheaf Public House.

Village Car Parks

- Enhance, sign, landscape and link car parks to village centre.
- Withy Close car park: address whole space in and around car park and linkage to cut-through alongside the Baptist Church.
- Need for signage on Redwick Road that directs visitors to this car park and onwards to Magor Square.
- Signage to Sycamore Terrace car park.
- Signage to Magor Square car park and a simple information point.

Improve parking arrangement within the square

Provide more space for pedestrians

Shared surface environment is adaptable for wide range of events

Spill-out spaces for cafes and shops

The Village Centre

Objective:

To create public space that is people friendly, encourages walking, cycling and spending time, and promotes green, climate resilient streets and squares. Spaces need to support local business, community action and sense of belonging.

Visitor Infrastructure

- Gwent Levels map and stopping point for walkers, cyclists and visitors exploring the Levels. Cycle and walking facilities to include:
  - Stands, bike mechanic station
  - E-bike charging
  - Water refill point
- Dog-friendly village with, for example water bowls and poo bags.

Magor Square

- Public realm and experience, building on the temporary covid measures.
- Part pedestrianisation with route for vehicles to pass through.
- Provision of short stay and disabled parking.
- Creation of space for meeting and dwell.
- Introduction of specimen tree planting for solar shade, landscape and ecology.
- Designs will need to ensure flexible space for events.

A dog-friendly town

Improve walking and cycling to the Gwent Levels

Places to sit and dwell

Flexible events space

The Village Centre

Objective:

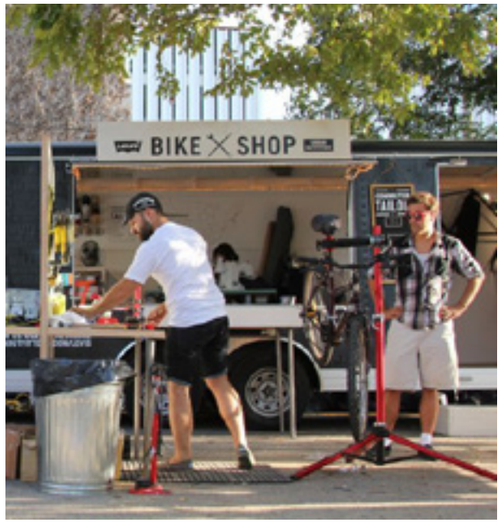
To create public space that is people friendly, encourages walking, cycling and spending time, and promotes green, climate resilient streets and squares. Spaces need to support local business, community action and sense of belonging.

Building Improvement Grants

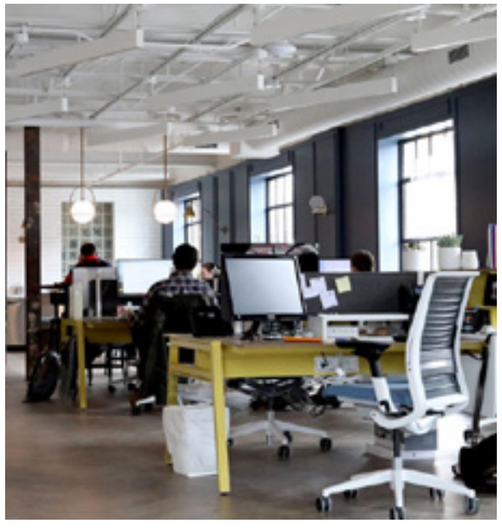
- Re-purposing Vacant Buildings: Target vacant or underused properties for re-purposing into vibrant small business spaces, creative hubs, or for community use or youth provision, aligning with the placemaking plan's objective to manage vacancies within the village centre.
- Building improvement grants need to support:
  - External and internal improvements to bring vacant commercial floor space back to positive use.
  - External shop front improvements with no internal work.
- Conversion of vacant or underused upper floors into new residential accommodation.
- Works to enable temporary meanwhile or pop-up uses in currently vacant premises in town and village centres.

Re-purpose vacant buildings

Shop front improvements



Pop-up uses



Small business spaces

Magor Square

Objective:

Magor Square sits at the heart of the town and is the focal point for community events and activities and so should be designed to help facilitate this. The War Memorial is the focus point of the square and so should be celebrated as such.

- A current shared surface approach will be adopted within the square, with high quality materials that help define the carriageway.
- This shared surface approach will ensure the square can be used for a multitude of events and activities.
- The War Memorial will feature at the centre of the design, with the paving materials orientated off it.
- A series of spaces within the square where people can sit, relax and socialise.
- Large feature trees will help soften the square and stand vigil over the War Memorial.
- The current parking areas and access arrangements are maintained, as well as the 2 disabled parking bays.
- Space is maintained outside the businesses for spill-out space and seating.
- Benches and bollards will be removable to help facilitate markets and festivals.

War memorial | Reflective and poignant | High quality materials | Shared space | Adaptable and flexible | Parking areas and access maintained | Place to spend time

Memorial is the focus of the space

Shared surface environment

Active spill-out spaces for shops

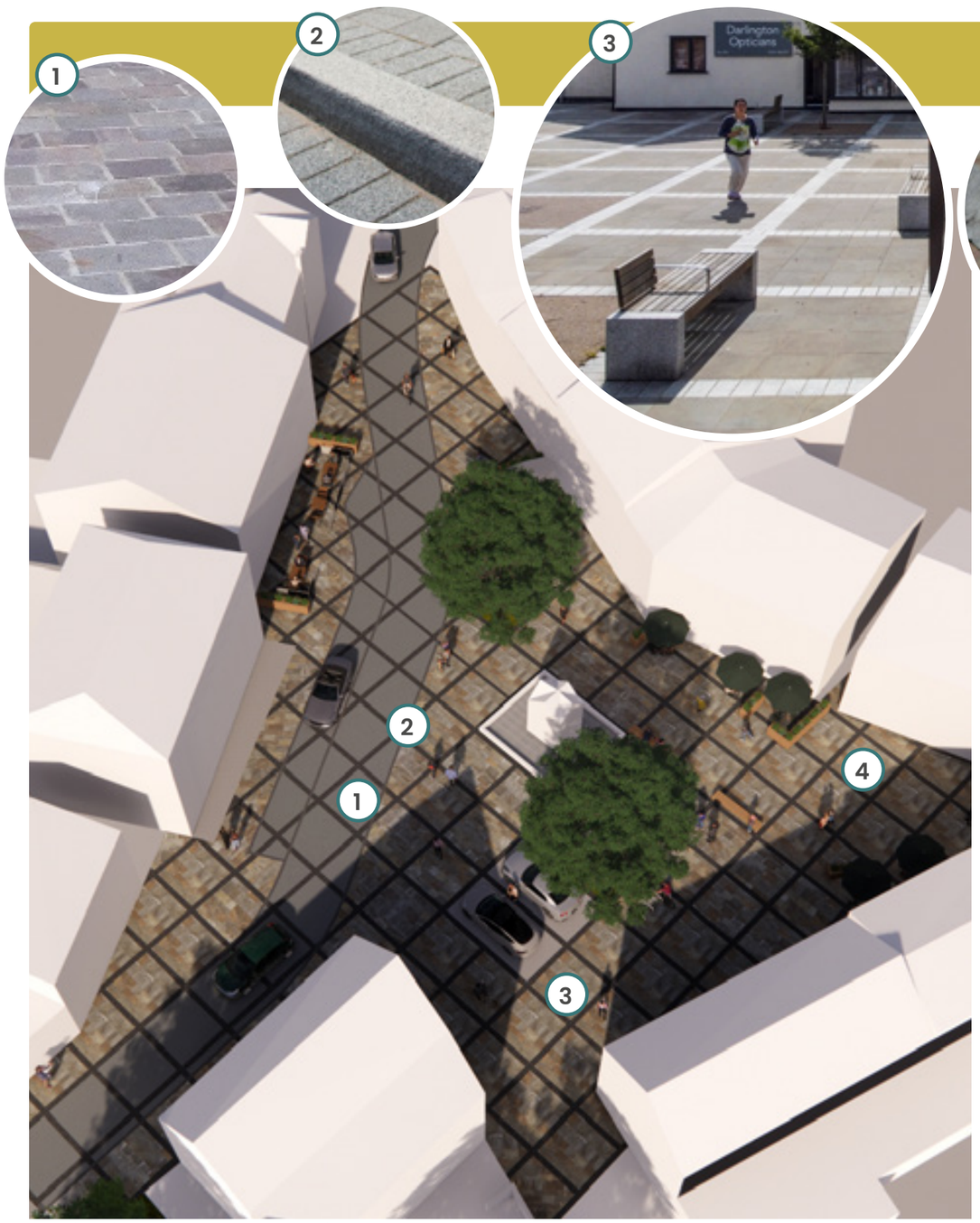
People and cars share the space

Magor Square

1. War memorial sits at the heart of the square
2. High quality paving arranged into a strong square pattern to help unify the space
3. Two large trees stand vigil over the war memorial
4. Benches allow people to sit, rest and reflect
5. Shared surface environment is adaptable for a wide range of events and activities
6. Places to dwell, spill-out spaces for shops and cafe seating
7. The carriageway is defined by a change in materials
8. Existing parking levels are maintained
9. Disabled parking bays
10. Pub seating is maintained

Magor Square

View across the Square towards the post office



Aerial view of the war memorial at the heart of the Square

The Square to become a shared surface environment with materials used to define carriageway

Turning the Community into the Village Centre

Objective:

Link Magor with Undy neighbourhoods with the village centre and align other community facilities so that it becomes a networked place.

Neighbourhood Routes from Residential Areas

Develop a series of community-designed waymarked routes to promote accessibility and improve connections to community facilities and the village centre.

- Audit existing signage and areas for improvement.
- Work with county council on a community-led approach to signage that pilots low cost ideas.
- Develop designs, agree and make.
- Installation by the community.
- Promote the routes.

Active Travel

Strategic and local links that connect Magor with Undy with Caldicot, Rogiet and Severn Tunnel Junction.

- Developing local walking and cycling routes that have been identified within the active integrated network maps such as Sycamore Terrace link to the Community Hub and the Penny-farthing Lane link from the larger residential areas.
- To develop links into the future walkway train station.

Wayfinding to local facilities

Improve connections to Walkway Station

Improve link to the Community Hub

Better cycle and walking routes

Connecting Community Assets

Objective:

Value the Magor with Undy community spirit and its setting within the Gwent Levels that celebrates its environment, local biodiversity, heritage and known events and festivals that bring residents and visitors together.

Creating a Connected Necklace of Community Assets

To enhance linkages between several community assets that sit on the edge of the village centre, providing a "bridge" between Magor with Undy that ensures walking and cycling is accessible, safe and appealing to all. Linkages will benefit viability and sustainability of buildings and space.

To include:

- Magor-with-Undy Community Hub.
- Sycamore Fields, MUGA, allotments.
- Community orchard.
- Sports and recreation fields and spaces
- Primary schools.
- Other community venues and buildings.

Local Heritage

Develop a local heritage plan working with The Gwent Levels, identify where to add value and identify a multi-media approach that is village centred but reaches out onto The Levels. To include:

- Interpretation plan.
- Activity plan.
- Design development – multi-media.
- Digital – audio.
- Interpretation panels.
- Role of community art.
- Events and festivals.
- Role of village centre businesses.
- Design development and implement across a number of medias.

Enhance linkages between community assets

Improve visibility of local heritage assets...

...creative ways of interpreting and connecting...

...through physical and digital mediums

Magor with Undy in the Gwent Levels

Objective:

Value the Magor with Undy community spirit and its setting within the Gwent Levels that celebrates its environment, local biodiversity, heritage and known events and festivals that brings residents and visitors together.

Destination Signage into the Gwent Levels

Advanced and continuity signage for the Gwent Levels as a destination within Severnside that celebrates the sense of place and directs visitors to the village centre as a place from which to explore from and spend time in The Levels.

Working with The Gwent Levels Partnership, devise a signage strategy and plan that considers advanced, directional, village centre signage and wider interpretation and information on The Levels.

Gwent Levels Identity, Story and Marketing

To work with Gwent Levels partner organisations on how The Levels story can be part of the village centre and how local businesses and organisations can benefit from joint marketing, product development and visitor infrastructure that supports visits and engagement.

Create a business and community engagement toolkit that embeds The Levels story within the village centre provides messaging, imagery and ways to get involved. Local accreditation scheme including knowledge and training on The Levels.

Village Centre and Information Hub

To explore ways to facilitate Magor Square becoming an information hub for the Gwent Levels through local business partnerships, for example local cafes hosting a map of the area, walks and trails, wildlife spotting, “meet here for guided walk”, leaflets.

Material and information could include:

- Local map – printed and digital – on a wall in a business or a table mat in cafes.
- Information on walks and talks – guided walks.
- Walkers and cyclists are welcome.
- Water refill point.

Better link the Levels to wider foot and cycle routes into the town and wider area

Help tell the story of the Gwent Levels

Magor with Undy in the Gwent Levels

Objective:

Value the Magor with Undy community spirit and its setting within the Gwent Levels that celebrates its environment, local biodiversity and heritage and known events and festivals that brings residents and visitors together.

Explore New Business Product Development

To trial ideas and initiatives that expand business activity for example Gwent Levels bike hire scheme that could be across Severnside with pick up and drop off. Development of e-bike charging station in Magor Square, close to cafes. Tap into Wales Coastal Path, National Cycle Route, Magor Marsh.

Public Toilets

Open up discussions on the provision of public toilets either by the public sector or through a local business partnership.

Improve mapping in the town to highlight links to the Levels

Opportunity for bike hire and e-bike charging

Connect to Magor Marsh

Better provision of public toilets

Valuing the Village Centre

Objective:

Ensure the Magor with Undy Placemaking Plan is co-delivered with strong collaboration between community stakeholders, local businesses, and public authorities. Use the plan to guide decision-making and unlock funding opportunities for the town's sustainable growth.

Develop a Village Centre Website

Town council could develop their site to promote and signpost local residents and visitors to:

- What's on and listings on events, festivals.
- Local business listings.
- Community activities and venue.
- Spotlight on a local business.
- Sign up to newsletter.

Local Resident Engagement

To promote the village centre and neighbouring community venues, halls and activities when new residents buy a home in Magor with Undy, as well as established residents.

Ideas to include:

- New householder "welcome pack" including for example a map, listings and a loyalty card.
- Handy village centre listing for the fridge door.
- Mailing list for village voice, regular bulletins.
- Evening socials. For example, pub quizzes, village runs, walk and a pint, keep Magor with Undy Tidy litter picks.

Village Vibe Activities

- Continue to grow events, festivals and activities – established and new.
- Signature community events such as the Frost Fayre.
- Develop new activities such as a community cinema or theatre - outdoor or indoor – Noson Allan/ Nights Out.
- Village cycle and running meet ups from Magor Square, linked to a coffee shop or pub.

Better promotion of events to local people

Promote village and neighbourhood venues

Visualising Success for Our Town Centre

What Success Looks Like

When enabling and delivering change in a place like Magor with Undy, it's vital to understand what success looks like. You need to be clear about the outcomes you are working towards and the process you need to follow to get there.

Why this is important

- Clear direction: Visualising success provides motivation and helps everyone rally around a common purpose
- Building trust: It strengthens relationships between partners and the community
- Accountability: It demonstrates to funding organisations that you are achieving your outputs and outcomes, showing a return on their investment
- Progress tracking: It provides a framework to monitor how well projects are working

The difference between outputs and outcomes?

- **Outputs** are the direct results of your activities such as the number of new benches installed, metres of footpath improved
- **Outcomes** are the longer-term changes these activities create increased footfall, improved community wellbeing, more vibrant village centre

The following pages have some examples of outputs and outcomes that can be considered when collecting and assessing the impact of activities and projects.

What Success Looks Like

Successful Gateways

What we want to achieve

Make it clearer where the village centre is from the B4245 and promote the town being located within The Gwent Levels.

Outputs

- Total area of highway land enhanced
- Total area of greening
- Number of local walking and cycling movements
- Air quality count
- Pedestrian footfall from nearby residential areas and footpaths

Outcomes

- Greater sense of town identity and belonging
- Increased mobility from neighbourhoods into village centre
- Greater visitor and user experience in terms of environmental quality

Successful Arrival in the Square

What we want to achieve

Build on the independent character of Magor Square that is people friendly and a welcoming space to all.

Outputs

- Total area of public realm, greening and roadway enhanced
- Number of sustainable drainage schemes
- Number of village centre events, festivals, markets and activities
- Number of users and visitors across the whole village centre
- Diversity of village centre uses and activities
- Number of buildings improved
- Spend, activity, dwell and satisfaction

Outcomes

- Greater sense of town identity and belonging
- Increased mobility from neighbourhoods into village centre
- Greater visitor and user experience in terms of environmental quality

What Success Looks Like

Successful Heritage and The Levels

What we want to achieve

To tell the story of the Gwent Levels by developing interpretation, products and linkages to and from the Severn Estuary into the village centre.

Outputs

- Number of integrated heritage and countryside experiences, associated trails, events and products
- Number of local businesses benefitting from visitor activity
- Spend, activity, dwell and satisfaction
- Number of users and visitors across the whole village centre

Outcomes

- Greater awareness of the town's heritage
- Greater sense of town identity and belonging
- The town and rural economy are diverse, resilient and prosperous
- Community and visitor well-being is improved by greater engagement with nature and the local countryside

Successful Community Life

What we want to achieve

Develop and promote local services, facilities and spaces that supports an age-balanced community.

Outputs

- Number of basic and community services that are supported
- Number of community groups and organisations supported
- Number of village centre events, festivals, markets and activities
- Number of joint projects, initiatives and plans developed and delivered

Outcomes

- Greater collaboration and co-operation across community groups and organisations
- Sustainable working and networks that have community life and wellbeing as a central focus
- Increased sense of welcome and community cohesion

Delivery Approach

Ways of Working

The Well-being of Future Generations Act and Magor with Undy

The Well-being of Future Generations Act is the key piece of Welsh legislation that guides how we plan for Magor with Undy's future. It requires us to think about sustainable development - how we'll meet today's needs without harming future generations' ability to meet theirs.

The Seven National Well-being Goals

This Act sets out seven national well-being goals that shape our planning for Magor with Undy. Our placemaking plan must contribute to achieving these goals while addressing the town's specific needs and opportunities.

The Five Ways of Working

The Act also sets out five ways of working that we must consider to show that we're acting in accordance with the principle of sustainable development:

- **Long-term thinking** Balancing what Magor with Undy needs now with what it will need in the future. Our proposals look beyond immediate fixes to create lasting positive change for the town centre that will benefit generations to come.
- **Integration** Bringing together social, economic and environmental considerations. For Magor with Undy, this means connecting our historic heritage with modern sustainability goals, linking the town centre with surrounding neighbourhoods, and ensuring new developments complement existing assets while meeting the needs of all age groups.
- **Involvement** Listening to residents, businesses, visitors and stakeholders. This placemaking plan has been shaped by extensive consultation with Magor with Undy's community, including dedicated efforts to understand what young people want from their town centre and what will encourage them to stay in or return to Magor with Undy as they build their careers and families.
- **Collaboration** Working in partnership across sectors. Magor with Undy's regeneration requires cooperation between the county council, town council, local businesses, community groups and residents, schools, and importantly, young people who will inherit and shape the town's future.
- **Prevention** Investing in solutions that stop problems before they start. Rather than just responding to town centre challenges like vacant properties or poor connectivity, we're creating proactive strategies to strengthen Magor with Undy's resilience and appeal.

During the plan-making process we set out to meet these five key principles and will maintain this approach when projects are being developed and delivered.

Ways of Working

Development and Delivery

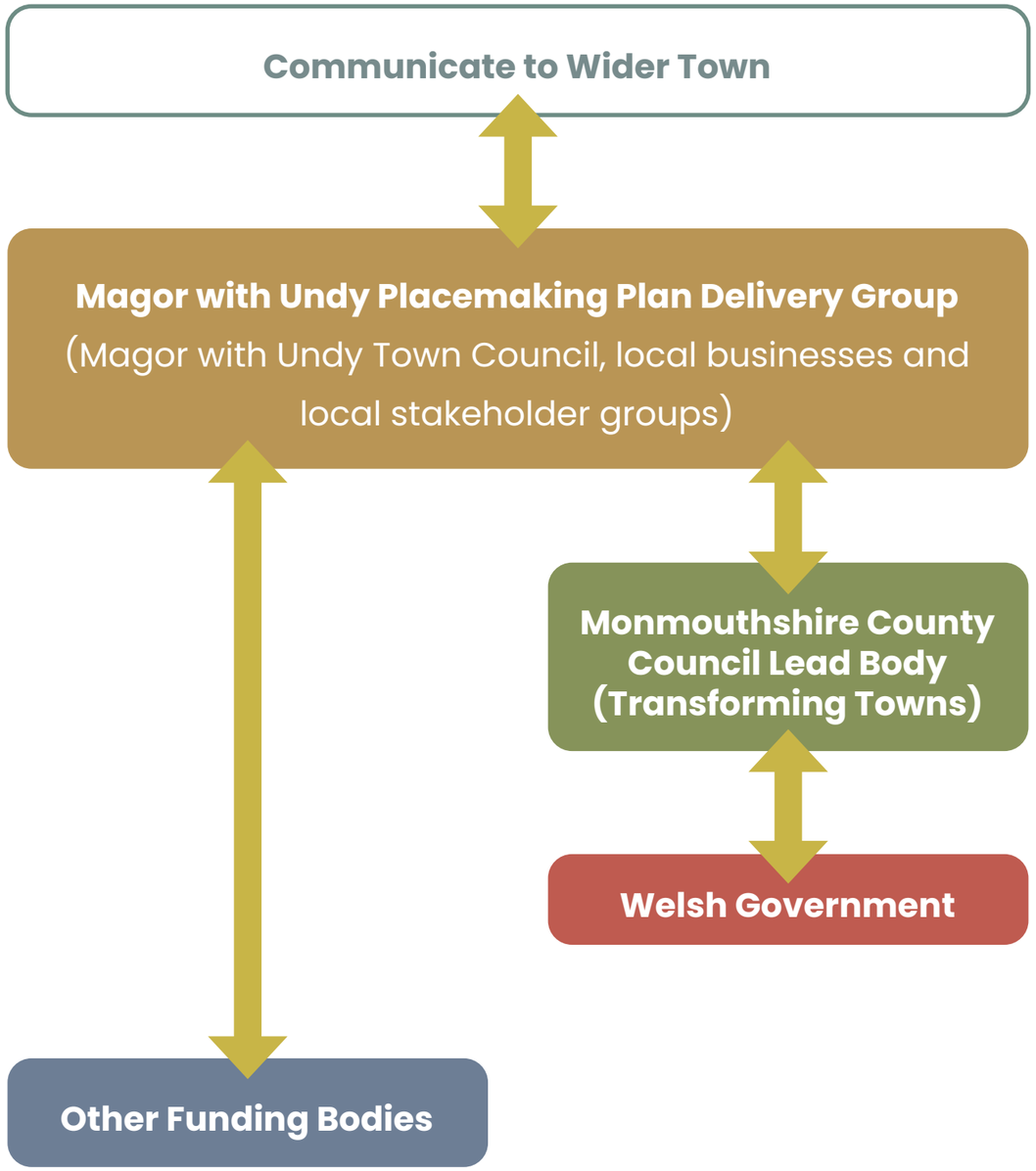
Delivery of this placemaking plan is dependent on a partnership approach where strategic and local organisations bring their individual objectives into a collective set of proposals that mutually benefit each other and, importantly benefit Magor with Undy town centre and its immediate neighbourhoods. The opportunities described in this plan each need a different mix of partners and time if they are to be achieved.

The Placemaking Plan Delivery Group, chaired by Magor with Undy Town Council, needs to build on the foundations of the Plan-making Steering Group, with a review of its membership and a consideration of the skillset needed to develop and deliver each project. Monmouthshire County Council will retain its position as lead body for Welsh Government's Transforming Towns programme, as a conduit for funding, monitoring and reporting.

The key success factors for delivery within a placemaking setting include:

- Understanding individual strengths including knowledge, expertise and physical assets 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 and public space and meets respective climate change and sustainability targets.
- Connecting the needs of local residents with various pathways to learning, health and well-being, physical activity and employment.
- Presenting a unified identity and story for a place like Magor with Undy town centre, while respecting individual organisations identities.

The delivery group also needs to consider how it will communicate with stakeholder organisations and the local community, maintaining this communication so people know when and where progress is being made.



Project: 11372

Date: 27 October 2025 9:40 am

Version: V6

chris jones | Roberts Limbrick

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Magor with Undy

Placemaking Plan Consultation Full Report

May 2025

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Key Messages from the Consultation
Physical Proposals

Western Gateway

- Respondents agree with need to announce Magor village from here (67%), to improve pedestrian safety and use of signage and artwork to raise the profile of the Gwent Levels destination but comments on a simpler phased approach that represents value for money, with some observations on future design detail within the carriageway as well as signage/form of artwork for future consideration;
- Some "quick win" suggestions around community tree planting and wildflower planting.

Junction with MOT Centre

- Strong agreement on the need to re-enforce this junction as a better way to access the Co-op edge of the village centre with simple carriageway treatment and signage;
- Need to consider on-street parking within this area and some underused pieces of land and underused buildings.

Roundabout by the Co-op and Wheatsheaf Inn

- 66% of respondents see a need to improve this arrival point that addresses redundant buildings, on-street parking and a simpler junction at the Co-op e.g. T-junction with a need to explore a one-way flow out past the fish and chip shop on Newport Road;
- Some comments on keeping the redesign simple but linking into the B4245 and with the village centre.

Withy Close Car Park and Linkages

- 84% of respondents agree that this car park is hidden and is perceived to be for the sole use of the neighbouring residential homes;
- Improvements: remove containers, improve signage, town maps, way-marker and some simple landscaping directing you alongside the Baptist Chapel

Magor Square

- 68% of respondents are in favour of the proposals, but 52% would visit more often if improvements were made; approval is conditioned specifically:
    - Wider village parking strategy to address off and on-street parking need that supports popping in parking and servicing;

    - Shared space design – more details on this – conservation type material, differentiation between footway and carriageway;
    - Trees and planting details; some concern over location and practicalities of trees within the square;
    - Trial or phased approach that is low cost but tests the proposed allocation of space between vehicles, pedestrians and building frontages.
- Other ideas: coloured sails, more shelter, 30 min short stay parking, communal seating

Other Facilities

- Main items that need provision or improvement include:
    - Toilets – public or a local partnership model;
    - Cycle stands and shelter and bike mechanic stations, water refill points;
    - Evri/amazon locker linked to a local business;
    - Skate Park for young people;
    - More electric car charging points;
- The survey and comments have also raised concerns over reduced services in the local doctor's surgery and reliance on the surgery in Caldicot

Pedestrian Routes and Links

- 84% of respondents agree with better linkages
- More signage between neighbourhoods and MUCH, Sycamore Fields and village centre with better lighting and use of wildflower planting
- Physical map and also a welcome pack for new residents
- Community clear up of footpaths
- Better links to Whitewall on road
- Links out to Undy are poor – footways ponding and overgrown
- Mixed view on the form of signage – traditional versus artwork

Active Travel Routes

- 83% agree with the need for active travel route improvements, specifically:
    - B4245 to the east – poor pedestrian footways out to Rogiet and Severn Tunnel junction
    - Sympathetic lighting along Moors Road
    - Magor with Undy walkway station a key priority with AT routes integrated

Community Life

- Most respondents agree with the need to improve destination signage, trails and paths management between the Gwent Levels and the village centre and a

better awareness of opportunities to walk, cycle and explore the Levels from the village centre

- To a lesser extent, the development of new visitor products had greater levels of disagreement
- Respondents agree with the need for better communication on community life and activities, whether this be digital or through physical householder promotion. Respondents value the current programme of events and activities which the community needs to build on.

Priorities

- Strong grouping of priority proposals, with the Co-op approach and roundabout, improving the public realm and experience at Magor Square and implementing active travel routes and infrastructure across the town.
- A secondary grouping of priorities is the need to improve the western gateway on the B4245 with Newport Road and to continue to build on the organisation of community and social events that draw people into the village centre.

1. Purpose

The purpose of this document is to report on the consultation for the Magor with Undy Placemaking Plan held between the 14th February and the 9th March 2025.

It specifically presents analysis of both face to face consultation and also digital feedback received. Comments by email are found within the appendices to this report.

2. How People Had Their Say

Outline format for consultation

Opportunities for community consultation included the following:

- The local community was signposted to Monmouthshire County Council's Let's Talk website and engagement tool where they could register and find out more information on the Placemaking Plan process;
- Two days of face to face community drop in sessions were held at Magor Baptist Church and Magor with Undy Community Hub (MUCH) which involved:
    - A physical display that presented background, key issues and analysis, a draft vision and a series of draft proposals;
    - Opportunities for the local community to identify other issues and ideas;
    - Complete a paper copy of the community feedback survey or provided with an A6 postcard with survey link.
- Ability to download and view the proposals through Monmouthshire County Council's Let's Talk website and to provide feedback through an online survey;
- Obtain paper copies either at the community drop in sessions or from Magor with Undy Town Council with completed copies returned to these offices;
- Email the County Council's regeneration team with comments.

Examples of promotion

The opportunity to have your say on the placemaking plan was promoted by:

- A joint press release
- Social media accounts
- Email notice to local stakeholder organisations
- Poster distribution amongst local businesses and groups
- Installation of correx signs in Magor village centre and at MUCH

Images that show the type of promotion are shown overleaf.

Image 1 - Promotional Activity

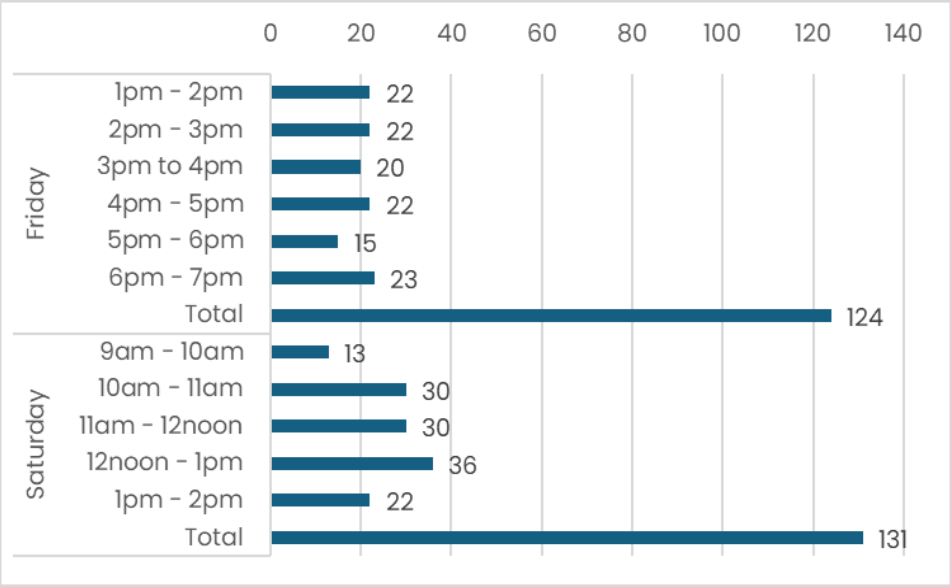
Source: Chris Jones Regeneration

Participation Figures on:

Face to face

255 no. people attended the two days of face to face consultation with Figure 1 below showing the distribution across the two days.

Figure 1 - Number of People Attending Consultation Event by Day and Time



Source: Chris Jones Regeneration

Digital

- 1298 no. had an awareness of the Plan by visiting the project page
- 281 no. downloaded the proposals document
- 179 no. completed the feedback survey with 156 no. completing the Create Communities map

Email/correspondence

- 5 no. emails were received with comments

3. Face to Face Consultation

Format

On entering the community drop in sessions, people that attending were met with the following information and tasks:

- Display Boards
  - Purpose of consultation
  - Key facts and figures on Magor with Undy today
  - Place analysis
  - Draft vision
  - Opportunities Framework
  - Series of Themes and Proposals
  - How to Make Comments
- Provision of A6 survey cards with QR code and weblink
- Provision of paper survey copies
- Other comments – post-it notes
  - Other issues
  - Other ideas
  - Large OS map for people to note specific locations for ideas and challenges

Images of the display boards are shown overleaf with photos of the event in Figure 3.

Why We Are Here?
UNDERSTANDING THE PLACE
VISIONING & VISUALISING IDEAS
COMMUNITY CONSULTATION
DRAFTING THE PLACEMAKING PLAN

Challenges and Opportunities

Challenges and Opportunities

Challenges and Opportunities

Our Vision and Goals

Gateway To Village Centre
The Village Centre

B4245 Gateway - West

B4245 Gateway - West

Magor Square

Magor Square

Turning The Community Into The Village Centre
Connecting Community Assets

Magor With Undy In The Gwent Levels
Valuing The Village Centre

Image 2 - Images from Community Consultation

Source: Chris Jones Regeneration

Key Messages

Post it notes

The local community either spoke to members of the place-making team where notes were made, or people independently wrote about their issues and ideas on post it notes.

Gateways	Footpaths/Connections	Transport & Movement	Land and Buildings
▪ Avoid vague crossings with block paving as it leads to confusion as experiences around the Cross in Caldicot ▪ Ensure landscaping in Magor in character and not urban	▪ Improve lighting on underpass on footpath under railway to Undy Westend (by railway bridge) x2 ▪ Quality of pavements is poor ▪ Address pavement parking ▪ Better foot access to Magor services for young people (McDonalds and Costa) ▪ Better cycling links to Undy ▪ More street lamps ▪ Redwick Road – hard to cross ▪ B4245 – do not get rid of pavements. Big lorries make it unsafe to walk along pavements.	▪ Train station – a must; ▪ New junction on M48 that links into Severn Tunnel Junction x3 ▪ Some more bus stops ▪ No.75 bus route needs more publicity ▪ There is a gap in 75 services – more frequent 74's ▪ Walkway station – convenient for the train but without parking – no good for majority of residents particularly the elderly and ill ▪ School travel plans – we need to change the behaviour of parents ▪ One way from roundabout past fish and chip shop x2	▪ CPO derelict land plots in Magor and Undy – they are a mess and preventing use for wider community ▪ What's happening with house with scaffolding ▪ Expedite the development of derelict areas – e.g. behind the Wheatsheaf – Magor Motors ▪ Stop building houses – we are on a floodplain

	▪ Better signage to Magor Marsh from village using Sycamore Terrace and Railway footbridge (less road to walk along) ▪ Crossing the B4245 is dangerous	▪ ½ hourly bus services ▪ Road with chip shop junction onto Newport Road is dangerous	

Magor Village Centre	Shops, Services and Facilities	Parking	Streetscene
▪ Need bollards outside Mango House ▪ The roundabout outside the Co-op does allow you to turn around ▪ Pedestrianise The Square x3 ▪ Current maintenance of Square - cleanliness? ▪ Look at how questions might read to a sceptic on survey re: pedestrianisation ▪ Better signage to The Square x2 ▪ The one way sign outside chapel – people ignore them	▪ Would like Candyfloss ▪ Toy shop ▪ Book shop ▪ Need to encourage more non-food/drink/beauty business to The Square ▪ Disagree with non-food offer limited – shop variety is limited ▪ Public toilets X5 ▪ Grand opening for everything ▪ More community services ▪ Better park/shop/facilities in Undy	▪ Limit off-street parking for 2 to 3 hours ▪ Manage car parking – it is not adequate ▪ Parking not enough X3 ▪ Double yellow lines around the Blenheims to stop commuters parking and blocking drives ▪ No long term stay parking in Square ▪ Stop long term parking in the car parks – people park and then car share ▪ More parking outside Co-op	▪ More litter bins X2 ▪ Clear dead grass on B4245 ▪ Clean existing signs ▪ Weeds, moss on pavements – do basics first ▪ Signs to say no littering ▪ Bins at bus stops ▪ If new signs are put up, please take down the old ones!

▪ Why new trees in Square – like sun in the space ▪ Will trees compete with memorial ▪ Erect a semi-permanent canopy in Magor Square for local displays and exhibitions – seating of coffee bar and pub ▪ Remove railings from memorial in Magor Square and add seating x2 ▪ Put a fountain in the middle of The Square x2 ▪ If paved in village centre, keep with rustic period look not too modern like Caldicot ▪ Ban the car from The Square ▪ Disabled car only access to village square ▪ Do not put Cross Design in Square – it will ruin its heritage. Listed in Doomsday so design	▪ A place for games for dads, mums and children ▪ Clothes shop ▪ More teenagers ▪ Ice cream shop in square ▪ Build a Lidl or Aldis ▪ Half day closing at doctors – worries for the future ▪ With growing community "insist" that Doctors surgery opens in afternoon again (the vets are open so NHS should be able to)	▪ Local enforcement of disabled bays – time limit? ▪ Improved parking at Wheatsheaf pub as dangerous ▪ Attracting visitors to The Square is fine but where will cars park. At bus times existing car parks full as parents pick up children or off the school buses.	

should be in keeping with such an ancient Square ▪ Challenge over maintenance of greenery and landscaping ▪ Small statues in Square ▪ Controlled parking zone in Square – servicing regime ▪ If you pedestrianise Magor Square people will not shop in the village ▪ Create a pavement both sides of the road outside Baptist Chapel ▪ Pedestrianised areas and landscaping in Caldicot enhance the town – need similar in Magor and protected pedestrianised and non-traffic areas to enjoy the square			

Health and Well-being	Space and Amenities	Homes	General
▪ At 81 years old I find it very difficult to see a local doctor when I really need to	▪ Landscaped park area for people to have walk and seats to sit on ▪ Put BBQ or picnic tables at the Hub ▪ More mountain bike facilities like tarmac – pump track for all abilities and designated bike trails around Magor and undy to help with pedestrian movement ▪ Lack of public space – a square ▪ Use the green spaces between the tennis courts and hub for a skate park, small football pitch – something for the youth to use x2 ▪ Nature and trees	▪ What about apartments with garden space for older residents to buy ▪ Elderly homes	▪ Good ideas! ▪ Involve girl-guiding and scouts in planting and enhancing public spaces ▪ More history signs by ruins ▪ Poster on the local history so people know how cool the village is ▪ Ideas will enhance our town

i. Plan notes

Image 2 - Photos of Map with Notes

Source: Chris Jones Regeneration

Using a large format OS map base of Magor with Undy, members of the public either marked up their comments or placemaking plan team members listened to people, made notes and also drew on the map. In addition to the open post it notes comments, map based notes included:

- How local neighbourhoods can link into the village centre?
- Linkages to and from the future walkway train station
- Worries over people parking on immediate residential streets close to walkway station
- Some concerns about school drop-off and pick-up parking
- Use of land on the northern side of Undy Primary School – pocket park or informal parking area
- Parking and speeding traffic problems along Kensington Park and Seymour Way
- Pedestrian links via the subway under the trainline, onto West End and towards Undy Football Club
- Improvements to the pedestrian routes east along the B4245 out to Undy and Rogiet, linking into Severn Tunnel Junction
- Creating circular walking trails through Whitewall and the Levels, linking into Undy

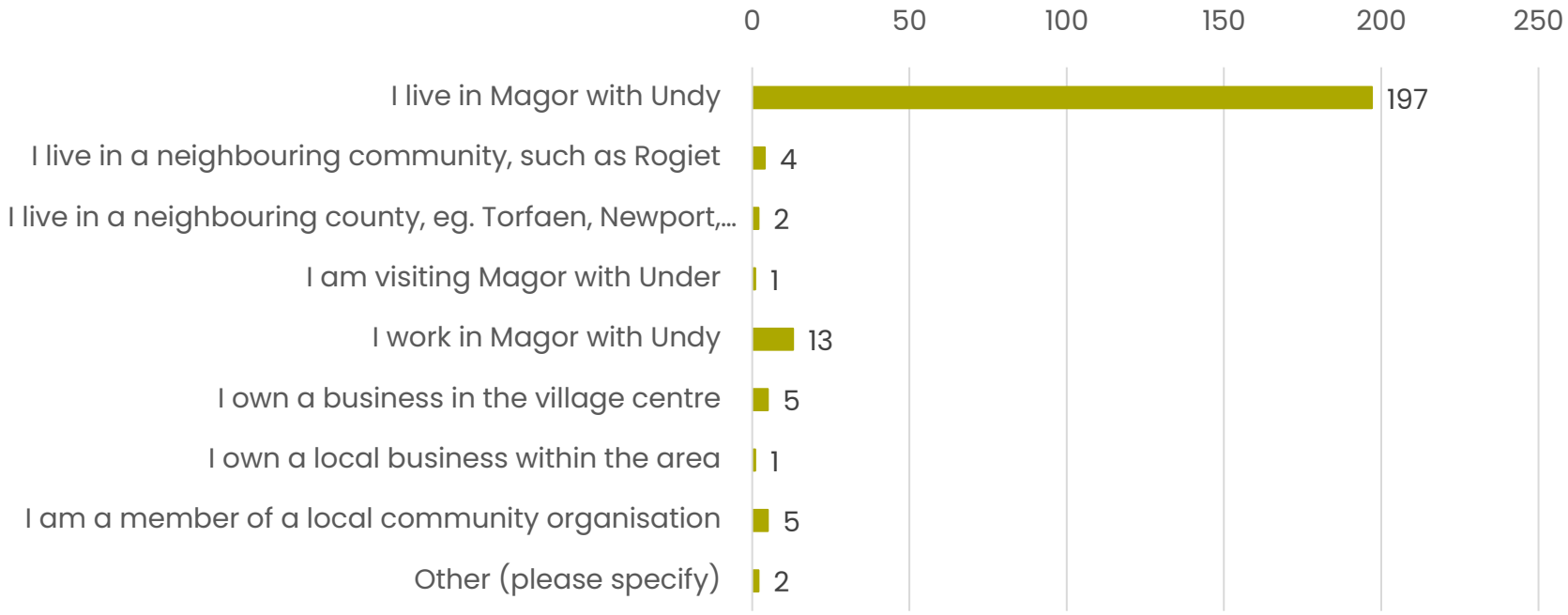
4. Let's Talk Monmouthshire

Summary Results

The Respondent

Figure 3 shows that the majority of respondents live within the community of Magor with Undy, followed by a drop off to those that work or own a business in the town.

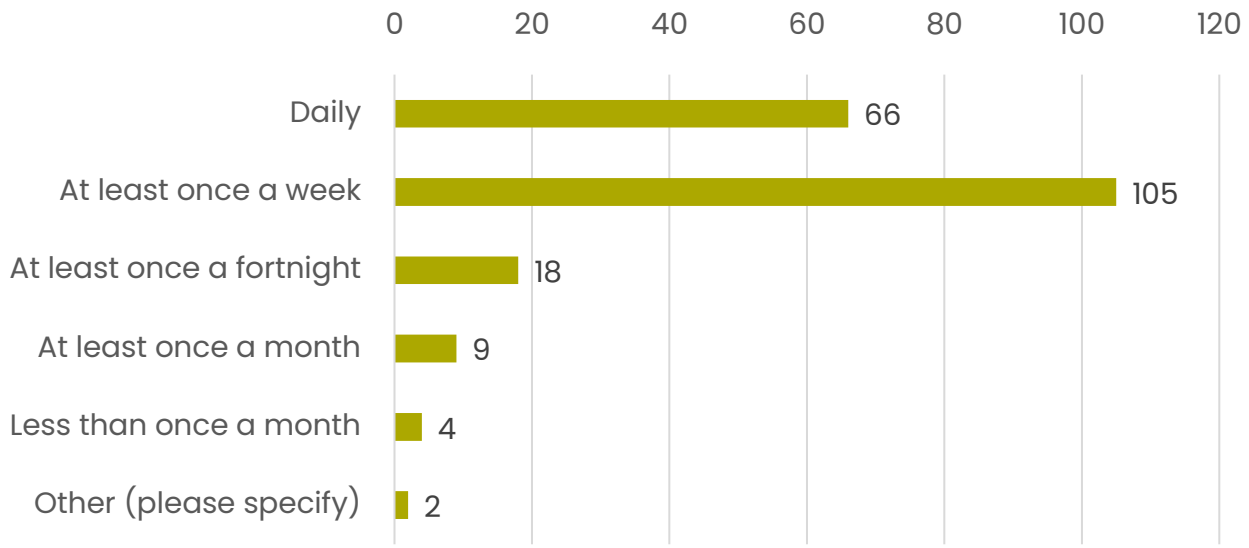
Figure 3 - Who Are You?



Source: Let's Talk Survey n=204

Figure 4 indicates to us that 51% of respondents visit the village centre at least once a week with 32% visiting daily.

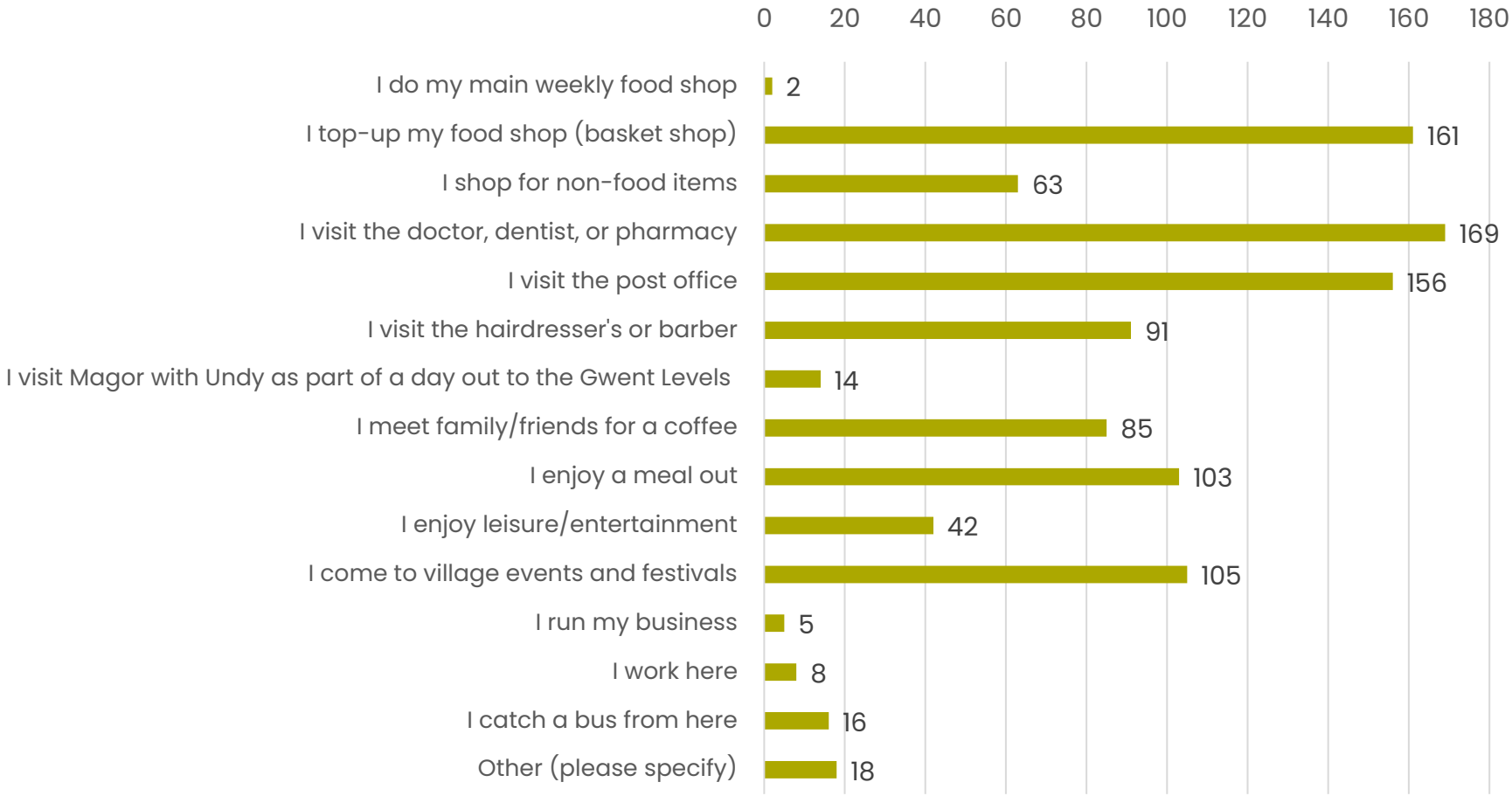
Figure 4 - How often do you visit Magor village centre?



Source: Let's Talk Survey n=204

When asked what are the main reasons respondents visit the village centre Figure 5, indicates to us that a visit to the doctor, dentists or pharmacist, followed closely by a top-up food shop and then by a visit to the post office. The second grouping relates to enjoying a meal out, village events and festivals, visiting the local hairdresser/barbers and meeting up for a coffee.

Figure 5 - What are the main reasons you visit the village centre? (tick all that apply)



Source: Let's Talk Survey n=204

Magor with Undy Today

When respondents were asked how they rate the village for a number of aspects,
Figure 6 indicates to us that those areas that require improvements:

- × local facilities
- × travelling by public transport
- × arrival and entrances into the village centre
- × public spaces and landscape.

Where people rate aspects as very good to good, these tend to be about its

- ✓ location
- ✓ the people and the community and
- ✓ walking within the community

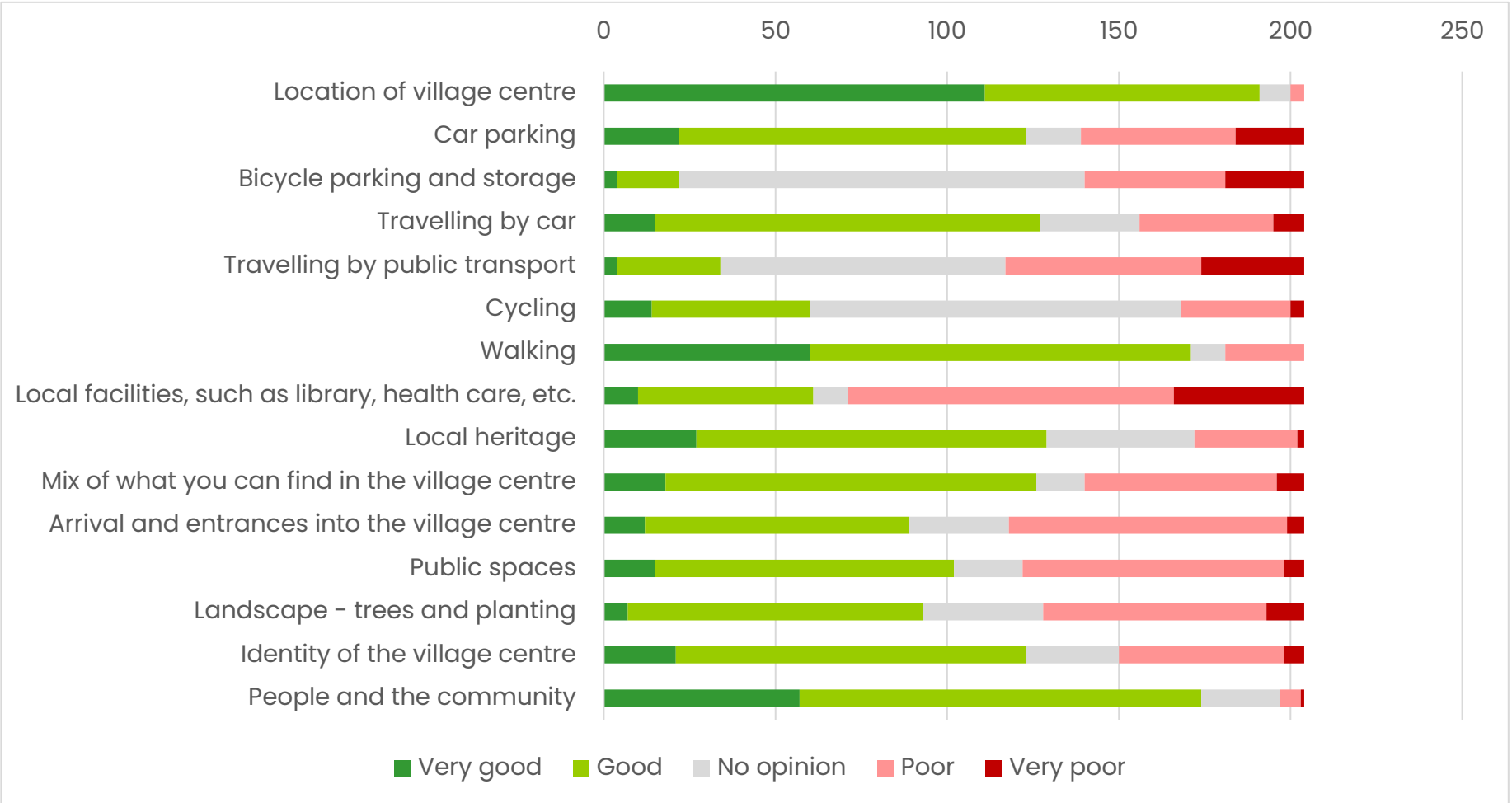
Statements on town life in Figure 7 indicates that some aspects have greater levels of disagreement than others. These include:

- × ability to be seen by a local doctor or dentist
- × ability to park easily when people pop into the village centre
- × Magor with Undy feeling part of the Gwent Levels

Those aspects where people feel in agreement with include:

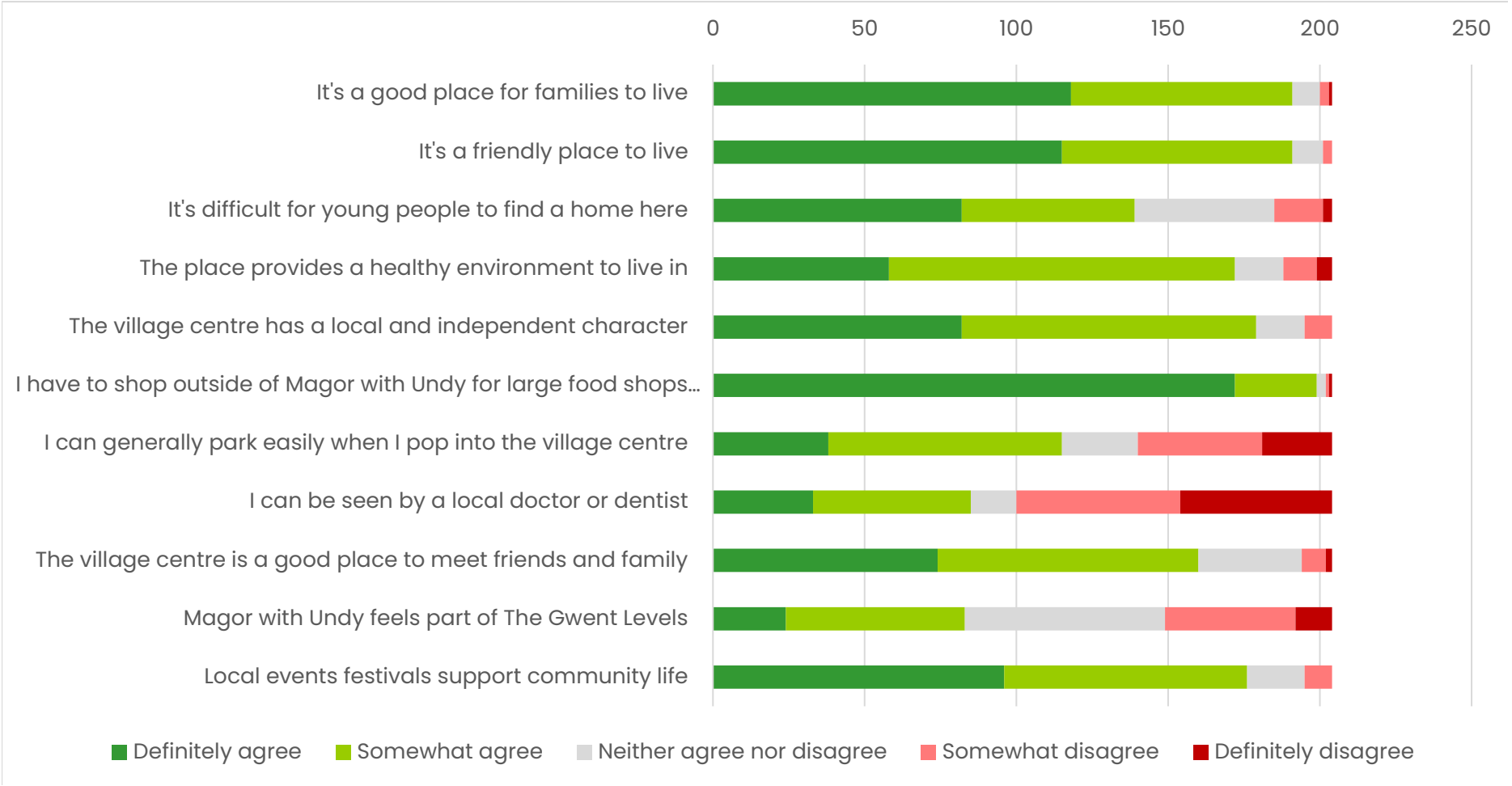
- ✓ Residents have to shop outside for large food shops
- ✓ The town is a good place for families to live and is friendly
- ✓ The place provides a healthy environment to love in
- ✓ The village centre has a local and independent character
- ✓ Followed by the role of community events supporting community life and the village centre being a social place

Figure 6 - How do you rate the village for the following...



Source: Let's Talk Survey n=204

Figure 7 - To what extent do you agree or disagree with the following statements about Magor with Undy?



Source: Let's Talk Survey n=204

Draft Vision

The following draft vision was shared with respondents, asking them to rate it.

"Magor with Undy is a community known for its welcome in the Gwent Levels. Centred around its village square, local people meet for a coffee bumping into visitors who are exploring Magor Marsh and its lanes that lead you down to the Severn estuary.

Destination shops and eating places attract people from outside the area with the village known for events, festivals and social gatherings.

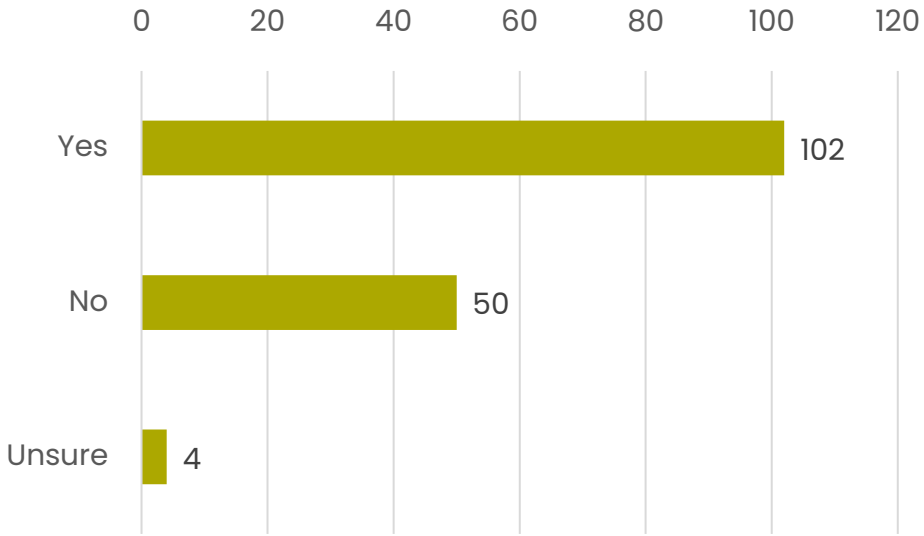
its recently opened Magor with Undy walkway train station has made the area accessible to all, with its diversity of homes attracting people young and older due to the open space and range of community activities that bring residents together."

70% of respondents either totally agree or agree with the draft vision with 21% either totally disagreeing with or disagreeing with it.

Gateways

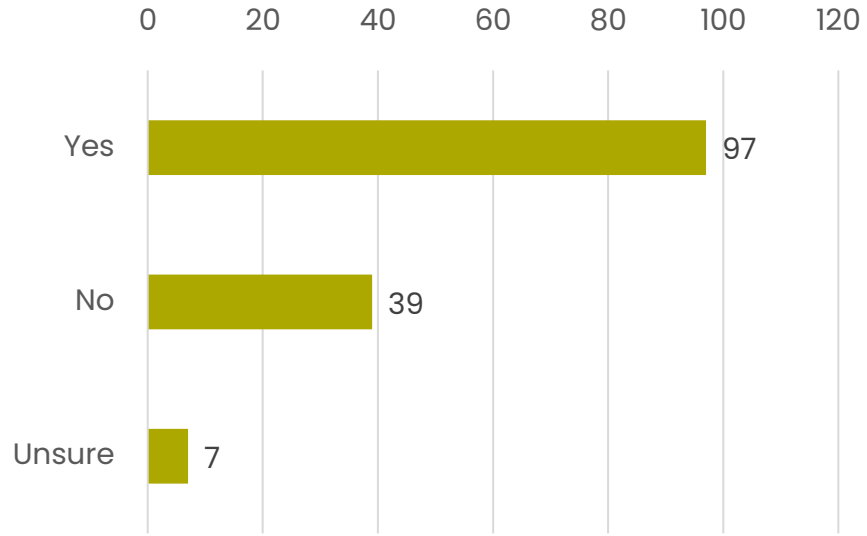
Figure 7 and Figure 9 indicates that 67% of respondents agree with the need to improve the gateways at the western edge and by the junction with the MOT centre, but with some comments on the shared space design, signage/artwork and whether a simpler phased approach would provide better value for money.

Figure 8 - Do you agree with the proposal to improve the gateway into Magor from the west and the announcement of Magor Square from here?



Source: Let's Talk Survey n=156

Figure 9 - Do you agree with the proposal to improve the gateway at the junction with the MOT garage towards the Co-op?



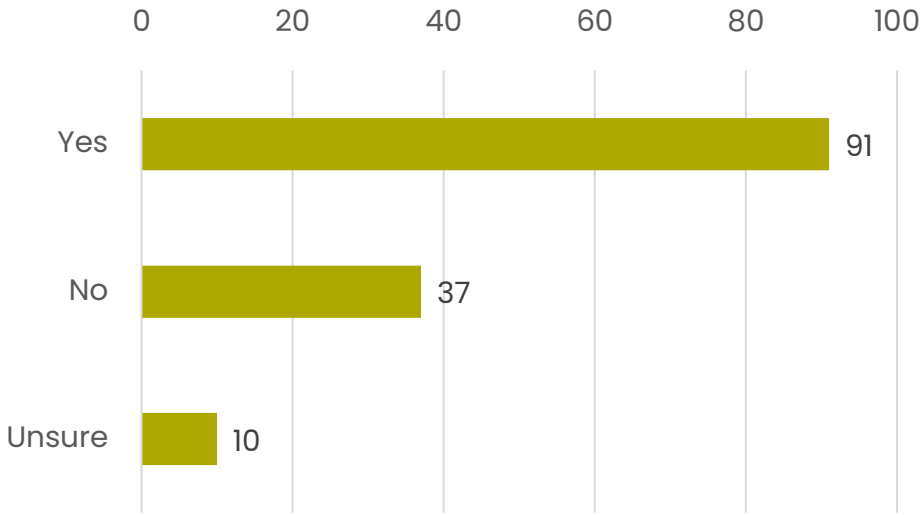
Source: Let's Talk Survey n=143

Open Comments - See appendices

Arrival

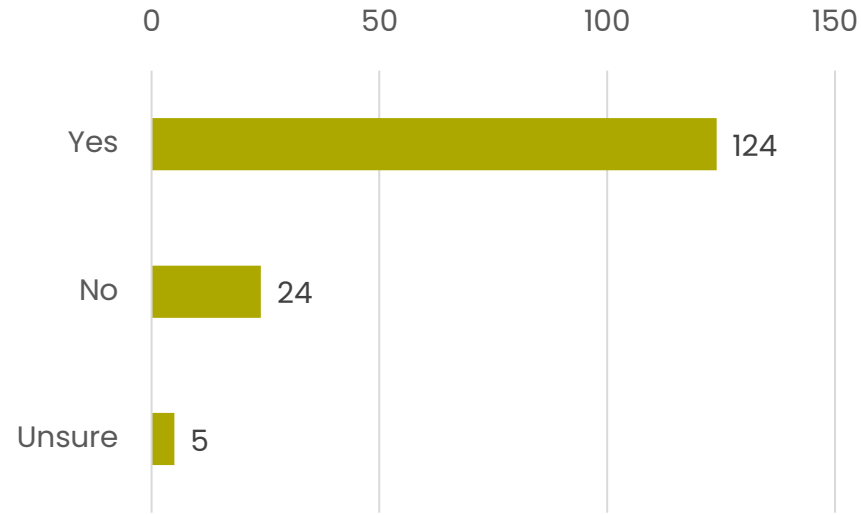
Figure 10 and Figure 11 indicate that 66% of respondents agree on the need to improve the existing roundabout area, with comments related to a T junction arrangement, managing on-street parking, exploring ways to maximise off-street parking, tackling eyesore properties and recommending a one way out past the fish and chip shop. Some respondents are happy with the current arrangement as it currently provides efficient traffic circulation.

Figure 10 - Do you agree with the proposal to improve the existing roundabout area by the Co-op and Wheatsheaf Inn?



Source: Let's Talk Survey n=138

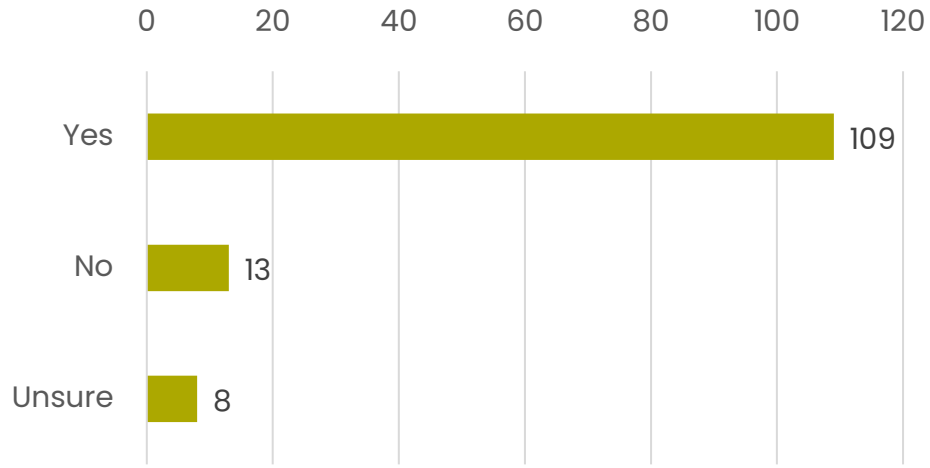
Figure 11 - Do you agree with the need to improve signage for visitors to all car parks and information points?



Source: Let's Talk Survey n=153

Open Comments - See appendices

Figure 12 - Do you agree with the proposal to improve Withy Close car park and the linkage to the village centre alongside the Baptist Church?



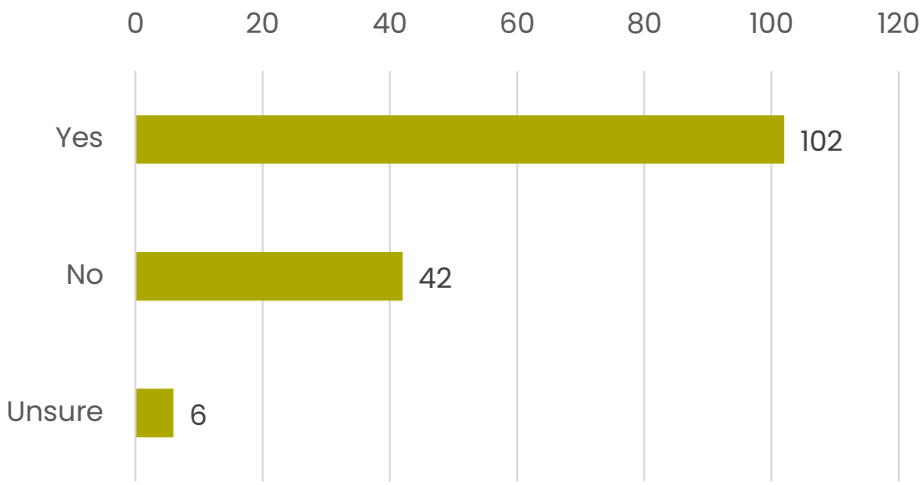
Source: Let's Talk Survey n=130

Open Comments - See appendices

Magor Square

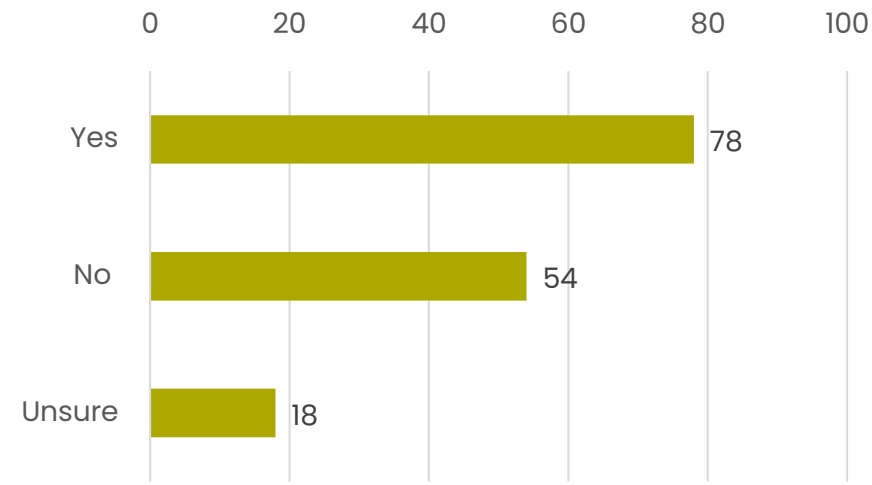
Figure 13 and Figure 14 indicates that 68% of respondents are in favour of the proposals to enhance Magor Square with 52% visiting more often if the improvements are made. In the open comments constructive comments about on-street parking management, trees and landscaping (position and maintenance), use of sympathetic materials, differentiating the carriageway with the footway and other points of detail. Those that object to the proposal raise concerns over the need, cost versus benefit primarily and the general look of the design.

Figure 13 - Do you agree with the proposal to enhance Magor Square?



Source: Let's Talk Survey n= 150

Figure 14 - Would you visit more if these improvements were made?



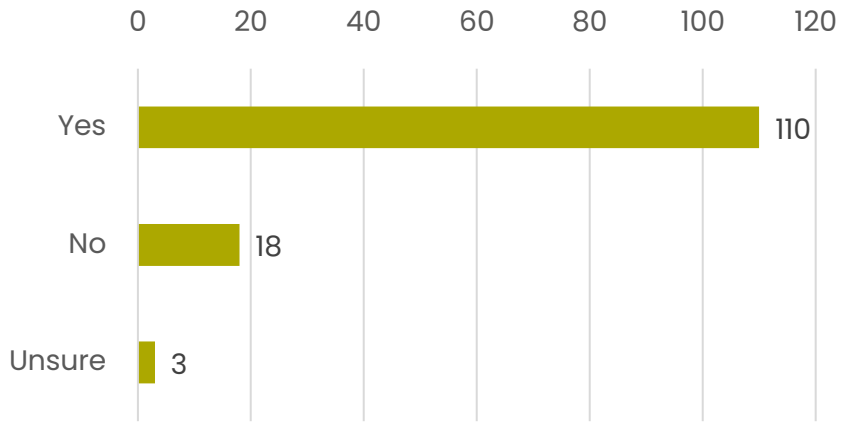
Source: Let's Talk Survey n=150

Open Comments - See appendices

Local Facilities

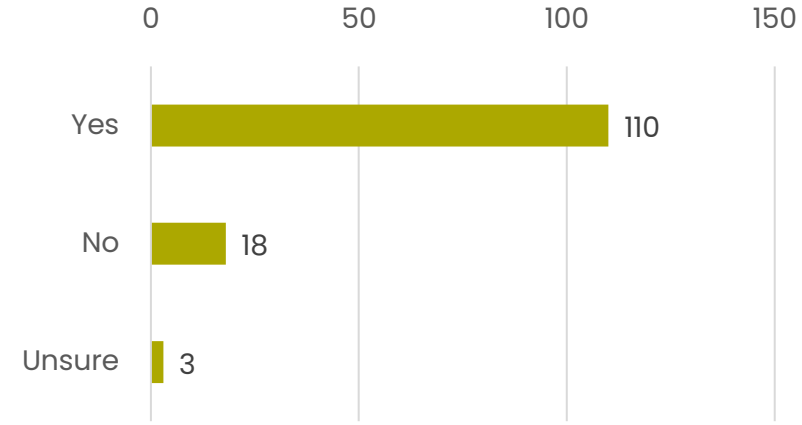
Figure 15 illustrates that the community sees a need to improve local facilities at 84%, with the need for public toilets as the top priority with a number of options suggested including a partnership with a local business in addition to a community/publicly run facility. Other suggestions include bike mechanic stations, local amazon/Evri locker and cycle stands. Facilities for young people are suggested, including a skate park near the Hub building. Respondents also raise concerns of the diminishing loss of services with worries over the doctor's surgery and its current hours of opening.

Figure 15 - Do you agree with the need to improve facilities in the village centre?



Source: Let's Talk Survey n=131

Figure 16 - Would you use them?

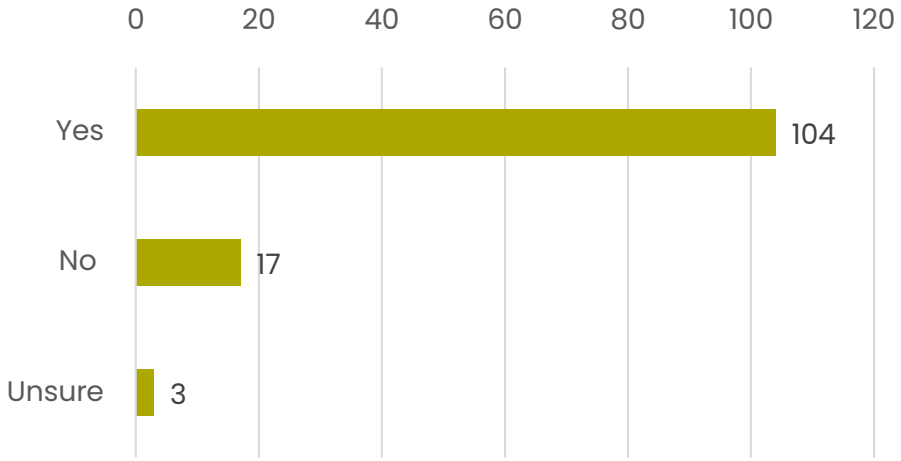


Source: Let's Talk Survey n=131

Open Comments - See appendices

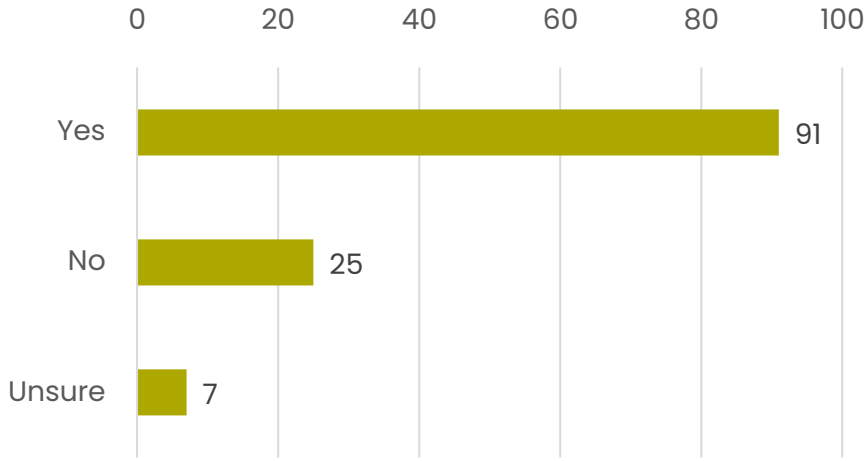
Figure 17 and Figure 18 focus on pedestrian routes between the village centre and neighbourhoods and also the specific link from MUCH through Sycamore Fields, with 84% and 74% respectively agreeing to these improvements.

Figure 17 - Do you agree with the need to improve the pedestrian routes into the village centre from neighbourhoods in Magor with Undy?



Source: Let's Talk Survey n= 124

Figure 18 - Do you agree with the need to improve the links between the village centre and Magor-with-Undy Community Hub through Sycamore Fields?

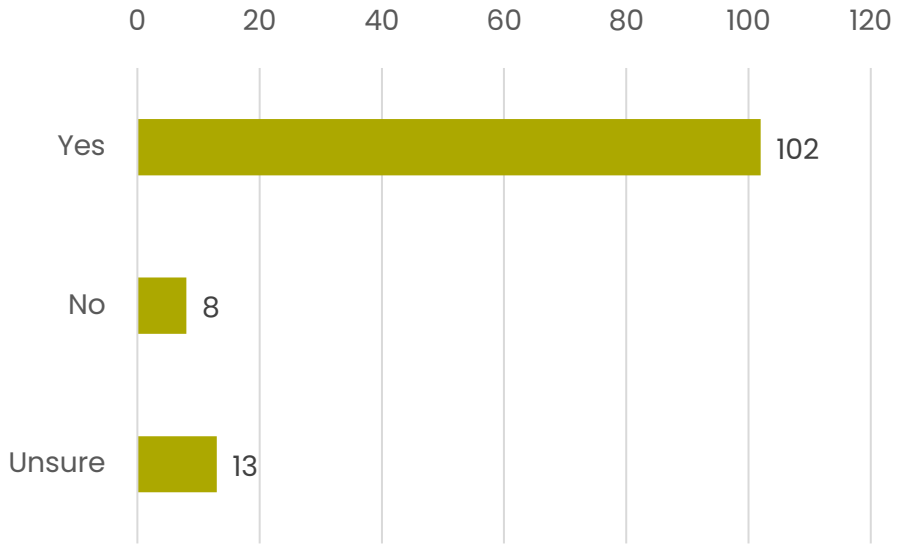


Source: Let's Talk Survey n=123

Open Comments – See appendices

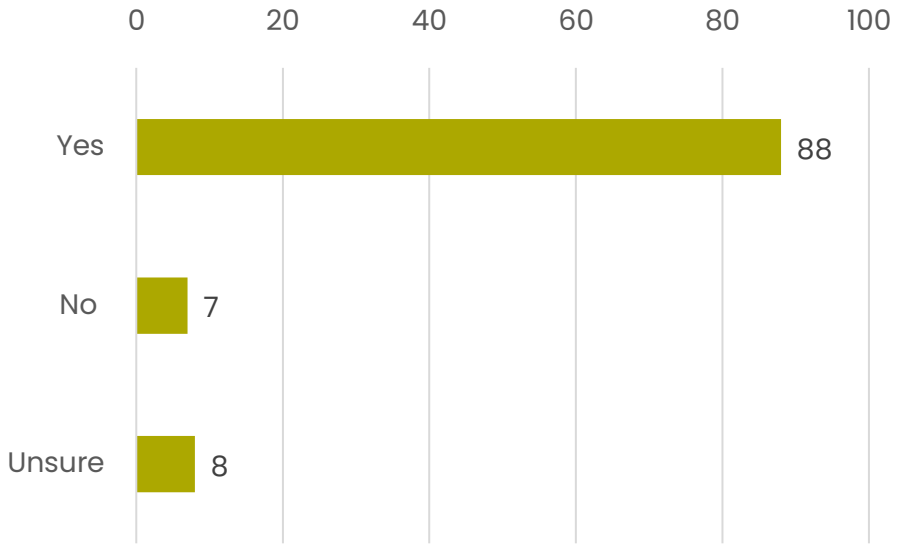
Figure 19 shows strong agreement to active route improvements with neighbouring communities, places and train stations and Figure 20 also shows agreement with improving local heritage interpretation.

Figure 19 - Do you agree with the proposed active travel routes between Magor with Undy to the east to Severn Tunnel Junction and out to Newport in the west?



Source: Let's Talk Survey n=123

Figure 20 - Do you agree with the need to improve the visibility and interpretation of local heritage within the community through physical and digital mediums?

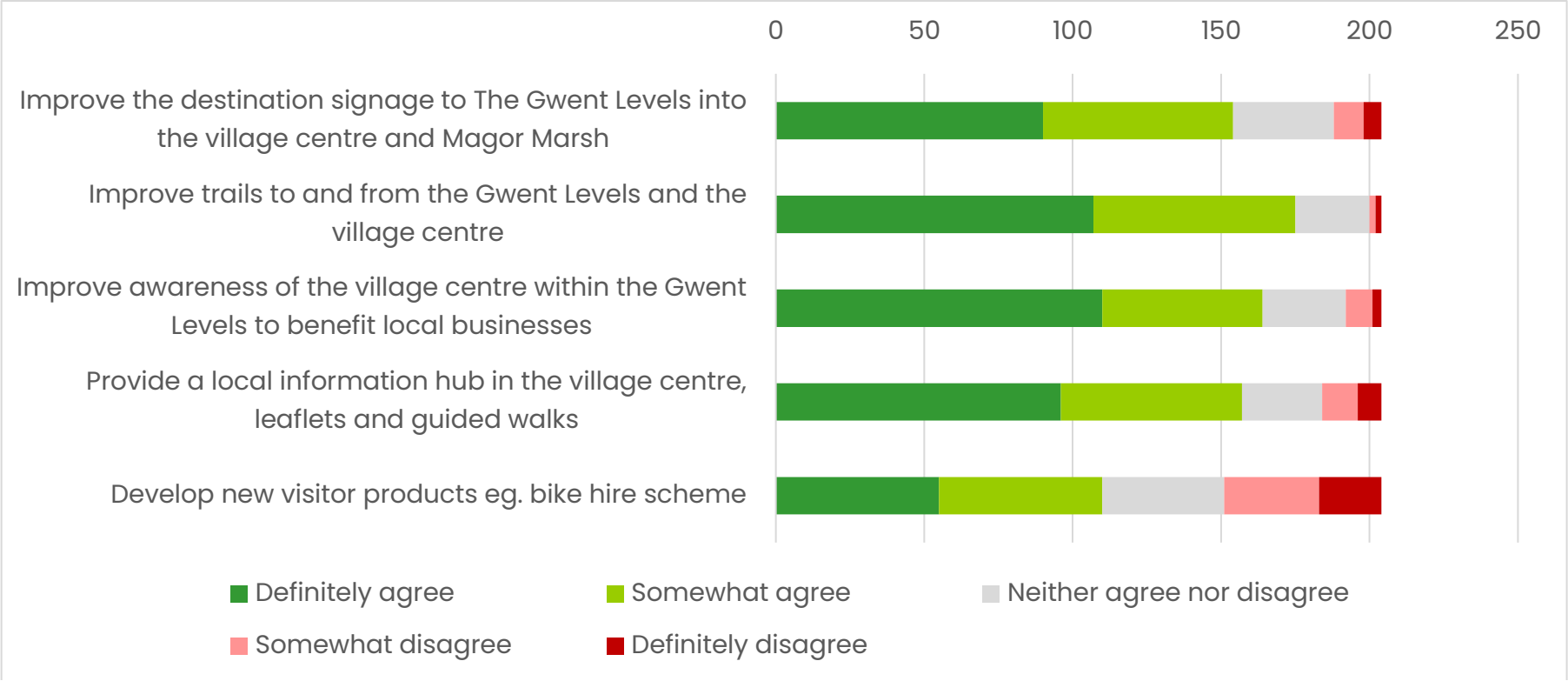


Source: Let's Talk Survey n=123

Open Comments – See appendices

Figure 21 shows that most respondents agree with the need to improve destination signage, trails and paths management between the Gwent Levels and the village centre and a better awareness of opportunities to walk, cycle and explore the Levels from the village centre. To a lesser extent, the development of new visitor products had greater levels of disagreement.

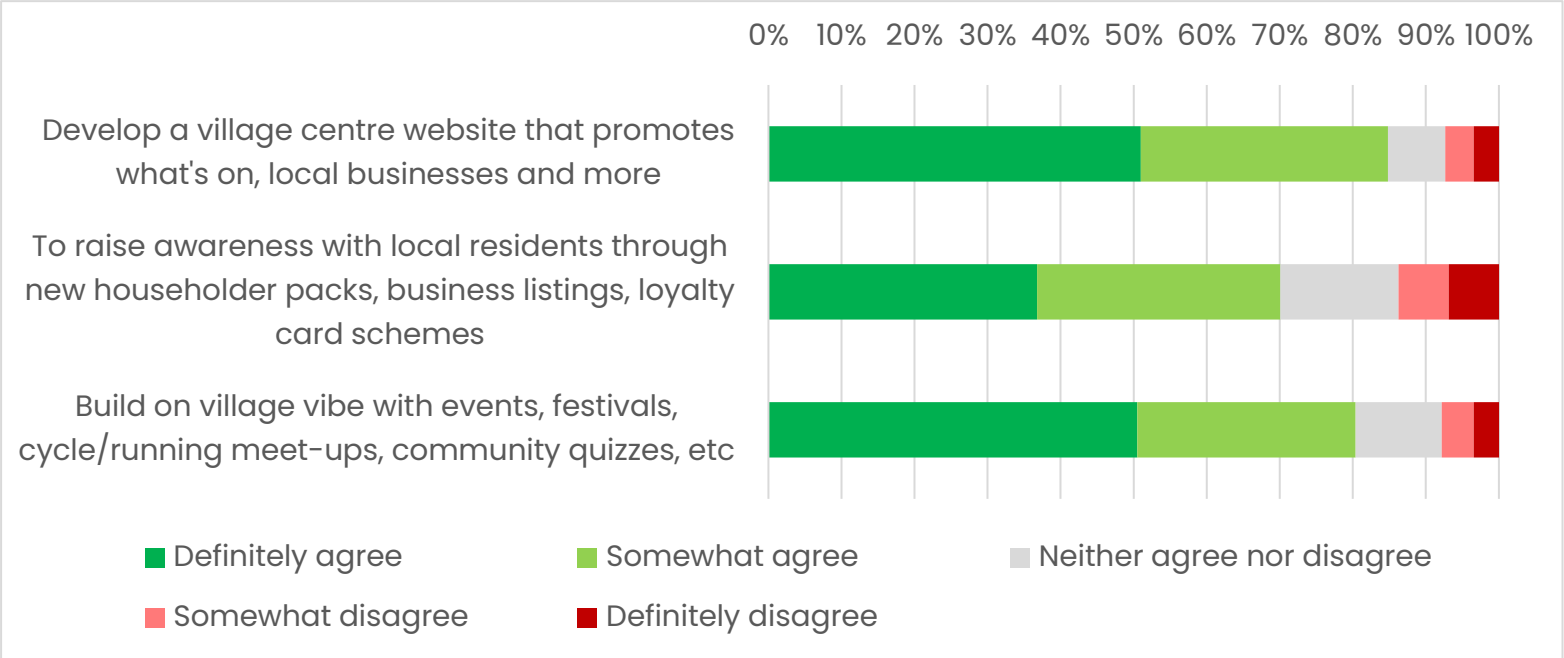
Figure 21 - To what extent do you agree or disagree with the following visitor-focused proposals?



Source: Let's Talk Survey n= 204

Figure 22 shows that respondents agree with the need for better communication on community life and activities, whether this be digital or through physical householder promotion. Respondents value the current programme of events and activities which the community needs to build on.

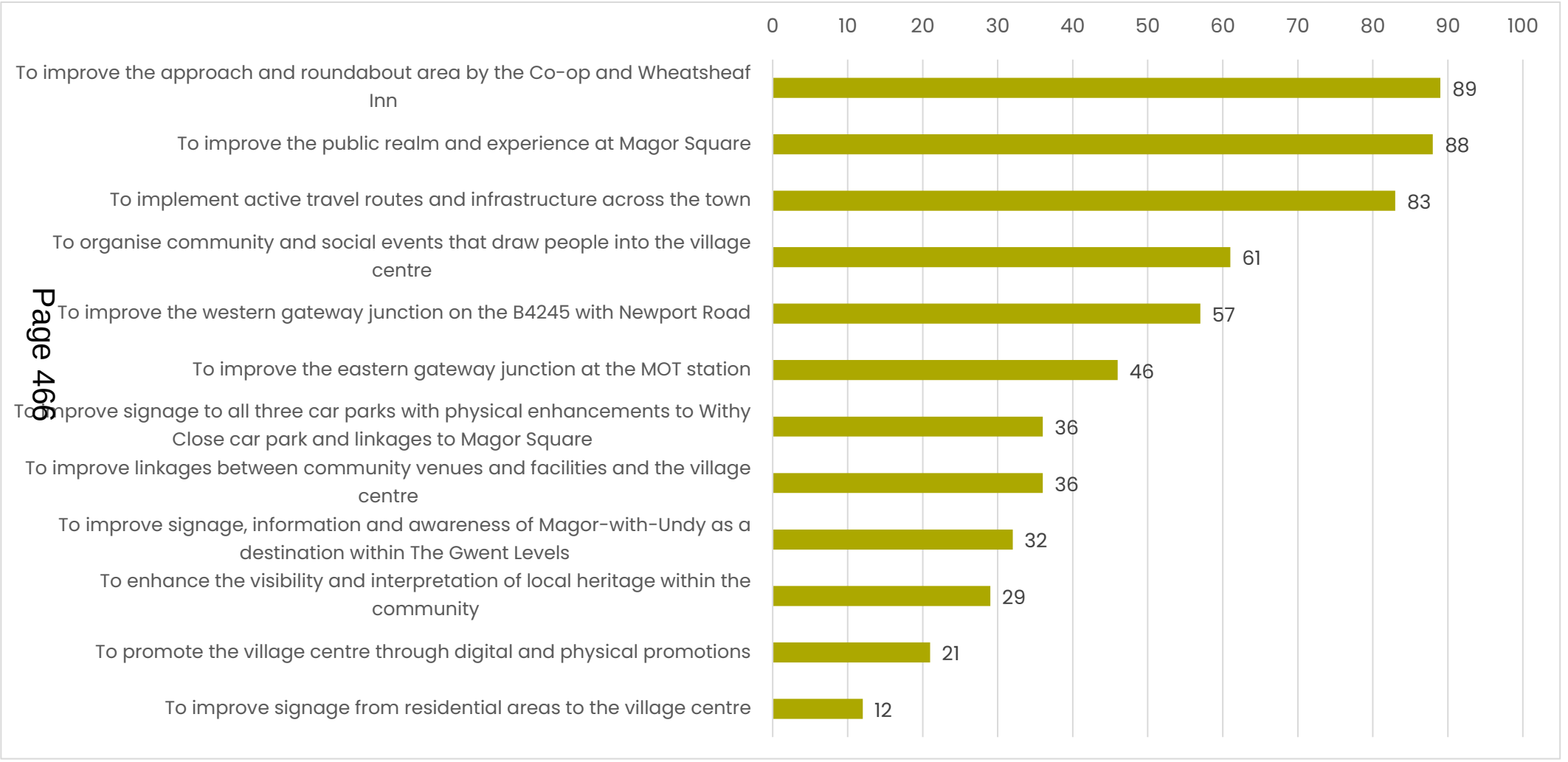
Figure 22 - To what extent do you agree or disagree with the following community-focused proposals?



Source: Let's Talk Survey n=204

Figure 23 shows a strong group of priority proposals, with the Co-op approach and roundabout, improving the public realm and experience at Magor Square and implementing active travel routes and infrastructure across the town. The secondary grouping of priorities is the need to improve the western gateway on the B4245 with Newport Road and to continue to build on the organisation of community and social events that draw people into the village centre.

Figure 23 - From all the proposals, what are, for you, the TOP THREE PRIORITIES?



Source: Let's Talk Survey n=204

6. Key Messages from the Consultation

Main Themes - Physical Proposals

Western Gateway

- Respondents agree with need to announce Magor village from here (67%), to improve pedestrian safety and use of signage and artwork to raise the profile of the Gwent Levels destination but comments on a simpler phased approach that represents value for money, with some observations on future design detail within the carriageway as well as signage/form of artwork for future consideration;
- Some "quick win" suggestions around community tree planting and wildflower planting.

Junction with MOT Centre

- Strong agreement on the need to re-enforce this junction as a better way to access the Co-op edge of the village centre with simple carriageway treatment and signage;
- Need to consider on-street parking within this area and some underused pieces of land and underused buildings.

Roundabout by the Co-op and Wheatsheaf Inn

- 66% of respondents see a need to improve this arrival point that addresses redundant buildings, on-street parking and a simpler junction at the Co-op e.g. T-junction with a need to explore a one-way flow out past the fish and chip shop on Newport Road;
- Some comments on keeping the redesign simple but linking into the B4245 and with the village centre.

Withy Close Car Park and Linkages

- 84% of respondents agree that this car park is hidden and is perceived to be for the sole use of the neighbouring residential homes;
- Improvements: remove containers, improve signage, town maps, way-marker and some simple landscaping directing you alongside the Baptist Chapel

Magor Square

- 68% of respondents are in favour of the proposals, but 52% would visit more often if improvements were made; approval is conditioned specifically:
    - Wider village parking strategy to address off and on-street parking need that supports popping in parking and servicing;
    - Shared space design – more details on this – conservation type material, differentiation between footway and carriageway;
    - Trees and planting details; some concern over location and practicalities of trees within the square;
    - Trial or phased approach that is low cost but tests the proposed allocation of space between vehicles, pedestrians and building frontages.
- Other ideas: coloured sails, more shelter, 30 min short stay parking, communal seating

Other Facilities

- Main items that need provision or improvement include:
    - Toilets – public or a local partnership model;
    - Cycle stands and shelter and bike mechanic stations, water refill points;
    - Evri/amazon locker linked to a local business;
    - Skate Park for young people;
    - More electric car charging points;
- The survey and comments have also raised concerns over reduced services in the local doctor's surgery and reliance on the surgery in Caldicot

Pedestrian Routes and Links

- 84% of respondents agree with better linkages
- More signage between neighbourhoods and MUCH, Sycamore Fields and village centre with better lighting and use of wildflower planting

- Physical map and also a welcome pack for new residents
- Community clear up of footpaths
- Better links to Whitewall on road
- Links out to Undy are poor – footways ponding and overgrown
- Mixed view on the form of signage – traditional versus artwork

Active Travel Routes

- 83% agree with the need for active travel route improvements, specifically:
    - B4245 to the east – poor pedestrian footways out to Rogiet and Severn Tunnel junction
    - Sympathetic lighting along Moors Road
    - Magor with Undy walkway station a key priority with AT routes integrated

Community Life

- Most respondents agree with the need to improve destination signage, trails and paths management between the Gwent Levels and the village centre and a better awareness of opportunities to walk, cycle and explore the Levels from the village centre
- To a lesser extent, the development of new visitor products had greater levels of disagreement
- Respondents agree with the need for better communication on community life and activities, whether this be digital or through physical householder promotion. Respondents value the current programme of events and activities which the community needs to build on.

Priorities

- Strong grouping of priority proposals, with the Co-op approach and roundabout, improving the public realm and experience at Magor Square and implementing active travel routes and infrastructure across the town.
- A secondary grouping of priorities is the need to improve the western gateway on the B4245 with Newport Road and to continue to build on the organisation of community and social events that draw people into the village centre.

7. Appendix A: Email Correspondence

Email Correspondence

As a resident of Magor with Undy, I've read with interest MCC proposals contained within the Placemaking Plan and broadly agree if it comes to fruition will greatly enhance the area. I'm particularly interested in Magor Square and the surrounding area. One thing jumped out at me as I read through the document, creating "a better setting for the Wheatsheaf Inn". Whilst the plan is to change the current road roundabout to a traditional junction, I wonder what the plans are regarding Pond House, the cottage which sits to the side of the Wheatsheaf and which has been derelict or perhaps semi-derelict for many years? It is a complete eyesore and whilst I'm fully aware of legal restrictions regarding local authority powers over privately owned properties I'd be interested to know if MCC is prepared to take action against private owners who choose to leave their properties to effectively rot. In terms of improving the setting for the pub, either demolishing or radical improvement to this property is, in my view, something that needs to happen before that can be achieved. Furthermore I'm aware of a rejected planning application to extend and renovate the property so I would be very interested to learn exactly what future MCC sees for it.

I've attached three photos of Pond House taken 25th February 2025.

I'd be very interested in your thoughts and comments regarding this property and the current negative affect on the area.

Best regards

Dave Westley

I attended the Magor and Undy future development plans information event at the Hwb and would like to suggest a pedestrian crossing point at the far end of Undy, by the main road bus stop near the Rockfield Grove turning. There are a few crossing points along the Magor to Undy road but I think another is needed. It is very near the change of speed from 40 to 20mph so traffic from Caldicot is still going quite fast and cannot be seen due to a curve in the road. Also, traffic coming downhill from the other way is speeding up as it approaches. A lot of children get off the school buses to cross the road to Rockfield Grove at 3pm and it is dangerous, potentially an accident waiting to happen.

Sent from my iPhone

Good evening,

I hope this email finds you well. I am writing in response to the recent consultation for improving Magor and Undy. One suggestion that I often think about, and believe is a regular topic of discussion, is the creation of a pavement linking Undy to Rogiet. While I appreciate the plans for a train station at Magor, I feel that Severn Tunnel Junction, being a larger station, should also be actively promoted as an additional resource. If a pavement were available, it would enable residents from both areas to explore and use the train by foot or cycle, rather than driving being the only realistic option.

I am aware of a back route from Rogiet to Undy behind Severn Tunnel Junction and the sea wall. Although this is a pleasant walk, it is not practical for daily commuting. Having walked along the B4245 and observed other pedestrians and cyclists using this route, I feel there is a responsibility for both councils to make it safer.

Thank you for considering my suggestion.

Many thanks,

[redacted]

Hi there

I've really enjoyed reading your goals and opportunities for Magor with Undy regeneration project. Your findings talk a lot about presence and announcements from the main roads, and mentions that the population mostly use their cars for getting around to neighbouring wider areas (asda/aldi in caldicot, caldicot leisure centre etc).

I have been in touch with local councillors previously who have secured grants and funding to be able to pave the section of cycle path (route 4) between Undy and Rogiet, which is currently a mud, stone and pot-hole dirt track, and completely un-cycleable. However I am told this will take a good few years to complete.

I mention it here because, whilst it has not been mentioned in the scope of this project, I believe it to be a really important "quick win" for the community and for visitors. Currently, access to Magor with Undy from surrounding areas is all car-based. Having this small section of cycle path paved would not only improve access between Severn Tunnel Junction and MwU (a clear huge benefit to residents), but would also mean that visitors from surrounding areas may even choose a morning's bike ride down to one of Magor's pubs or cafes for lunch or coffee, or maybe a trip to the Marshes to see the beautiful wildlife.

Not to mention with our more middle-age population, we need help and resource to encourage active travel, rather than feeling we have little choice but to resort to our cars.

Please may you consider adding it to the scope of the regeneration project? I know it's not big and sexy like an art installation, but improved connectivity I think is a really important first step for residents and visitors alike. And seeing as the funding may already be secured, all we need now is a regeneration team with a bit of welly to be able to drive this win forward!

Thank you for considering this important request and I look forward to seeing the regeneration of our lovely village come into action.

Best wishes,

[redacted]

Undy resident

Hi [redacted], unfortunately I missed the drop-in sessions at the hub in Magor but I hear that there plans for a couple of trees for the square. I'm a resident of Undy and have worked in tree care for just short of 30 years initially as a contractor and then as a consultant for the last 13 years or so. I was recently elected to [redacted]. I don't want to interfere, tote for work or stir up trouble. I am keen however to see that any tree planting specified as part of the project is done correctly. I don't doubt for a moment that MCC has the best intentions and will commission an appropriate designer / contractor, but I've seen many planting schemes fail due to simple issues that could have been foreseen. If you think it would be of assistance and is appropriate, I'm happy to meet with you and your team to share some lessons learnt on urban tree planting and management. I'm happy to come to you or you can come to our office in [redacted] let me know and I'll be glad to help.

Just to confirm, I'm not looking for work or a paid service, quite the opposite, I don't work on development and regeneration projects anymore. I just want to do what I can to assist a project in my hometown.

Cheers.

[redacted]

Pronouns - he, him, his

8. Appendix A: All survey open text feedback

Open Comments

Gateways

Positive

It will enhance the current 20mph speed limit-which is being largely ignored at present
Agree with signage and planting of trees
Agree
I know a lot of people see this as a main thoroughfare but this is a village and it's where we live. Implementing these proposals would help to reinforce this to traffic passing through as well as announce the existence of the square and encourage visitors. It's only by encouraging use of the existing facilities that we can attract new businesses and improve the offer within the square.
I agree but art work is to much. Less is more
Great idea for pedestrian and linking the two parts of the village, might annoy the drivers who just transit through the village to commute to the M4 but if it naturally slows them down and makes the village identity stronger then I'm all for it.
I think this is a great idea. There has been accidents on the main road involving pedestrians of our community over the years. Walking from homes to our village needs to feel safe. People do not realise they've arrived in such a great place, we must celebrate it from the main road.

Constructive

This is a main thoroughfare of the village and need to clearly still be marked as a road.
Don't agree with raised table it's a main road, change of surface instead and the rest of the proposal I agree with
Need to keep clear definition between footpath and roadway - this system feels quite unsafe in Caldicot and hasn't enhanced that area
The pictures show the pavements and road at the same level only distinguished by color/type of material. Surely this will make it much more dangerous for pedestrians. Children might not notice this difference and think they can wander across the road freely. A road without a Kirk has nothing to stop vehicles creeping over onto the pavement section.
I'm not at all sure about this. I agree some kind of town entrance might be nice, but if we're going to do that, why not at the entrance of the town rather than here? There is already a crossing place here and I don't see how extending that along a stretch where one can't enter the road space from the north is of any benefit. The concept of mixed road space or pedestrian priority can make sense in some places no doubt, but this is a busy main road and I do not feel it is a sensible

approach here. Signage to the square could doubtless be improved, although it might be better to have an announcement sign at the entrance to the town and then better, very clear, signs where one should turn in.
I don't think this is necessarily a priority. You could find easier to implement ways of announcing the village centre without the disruption roadworks and closure would cause on an already busy road. Perhaps install artwork, signage, add planters etc. and neaten up the existing grasslands on that stretch of road.

Negative

Waste of money. This is a major road with a heavy amount of daily traffic.
Will slow traffic even more on main road. We need local amenities first, not wasting money on making things "look nice"
A complete waste of money. Doesn't look very practical (people walking in front of a car in AI picture). In my opinion there is nothing wrong with the current set up. There are no safety concerns for pedestrians with the current crossings (I regularly cross these with a young child). The proposed signage looks like a car dealership
No changes are needed. AI image looks unsafe. I frequently cross this area with a young child and do not feel unsafe
Concerned about lack of obvious pedestrian crossing, similar idea has not really worked in Caldicot
This would impede the flow of traffic and spoil the "village feel".
If you narrow the road between St. Brides Rd junction and Newport rd. junction it might cause traffic tailbacks. At the moment turning right onto Newport rd. from the west doesn't interrupt the flow of through traffic as there is ample space to pass near the kerb. I also have concerns over safety when crossing the road if you make crossings "Informal". Surely the B4245 is far too busy for this? Definitely need to keep the traffic light crossing.

Arrival

Positive

Look good
Please remove the mini roundabout and implement a T Jcn
Improvements to make it safer for pedestrians would be welcome. A lot of pavement parking goes on this road which makes it difficult for pushchairs and wheelchairs as well as forcing pedestrians to either walk in the road or on the grass. Again encouraging visitors into the square will benefit the existing and potential, future businesses.

Definitely needed - please include safe cycle lanes within your plans. Please consider car limiting designs, particularly those which will stop cars parking on the paths and blocking junction and access.
Yes difficult junction to get out of
It would make sense to do something to allow people to safely use Co-Op and Wheatsheaf and get to the doctors, dentist and school - but only if it still allows parking near the shop and pub
Room for improvement especially in regard to pavements. Street parking still needed for Co-op but cars left for work in garage should be monitored.
Agree

Constructive

Magor Motors is a blot on the entry to village and the road used as it's car park making it difficult or pedestrians and restricting the highway.
Should be improved, but we need some education about usage if the trend is to move towards a Danish style of traffic/pedestrian integration.
Selfish east bound vehicles turning right, block the traffic. A dedicated central lane would assist
B4245 is a busy road and provides a through road to the M4 from Caldicot industrial estate. Great idea but reducing traffic has to be a priority.
Consider reducing parking where will the cars go? Inevitably they will end up parking in residential streets.
Think this image looks great but people are too lazy to walk to the village now so inconsiderate and illegal parking is just going to get worse
agree with improvements but maybe reduce car traffic approaching from this gateway. Just because it serves cars today doesn't mean it should continue to. Much traffic is actually local and just needs re-routing to appropriate parking areas

Negative

No need to narrow road. put down double yellows to stop selfish school time parking along this section.

Withy Close Car Park

Constructive

The charging points were removed some time ago, and the markings on the tarmac need to be cleaned off. Remove disabled parking spaces, move to Magor Square
I think the main improvements heeded here are signage to find the car park and then a clear direction from there to the town's attractions - even a map with the classic "You are here" would be helpful.

Remove the unsightly storage container to make it more attractive and an additional parking space.
Please remove the container and make the space available for parking
Please remove storage box
Friends of mine refer to this as 'the secret car park' as they had been visiting for years but didn't know it existed until I told them it was there.
I thought this was a private car park! Proves that we need better signage for those like me that didn't realise we can park there.
There needs to be plenty of disabled parking available
Improvement required. Looks like parking for a council estate.
It will all link in, in a coherent way
Also, each car park should sign post to all other car parks, in case one if full. Would it be possible to have digital signs in car parks and on entry points into Magor indicating number of spaces available in each car park and if full (like the car parks and entry roads in Cardiff)
Definitely, this is certainly an 'invisible' car park for most visitors. Resident only signage doesn't help.
Remove unsightly signage
There should be 15m of pavement between the Mango House and Mia's Coffee Shop. This is the narrowest point of the access to the Square where pedestrians must now step into the road.
Clearer signs would probably be beneficial for people who are not familiar with the area
I have clicked "support" because I strongly support better signage - make clearer how much of this car park is public, how much private. I do NOT believe landscaping is necessary. The more important thing is to keep this car park free from payment; so a low-cost, low maintenance approach is best.
I don't think this needs to be landscaped and cannot understand how it could be done without losing parking spaces. This car park, and the other car parks in the village, all seem to be full most of the time these days so we need to retain as many parking spaces as possible.
Car parks always full. Don't get rid of spaces
The Vision mentions that some people have the impression that the Withy car park is a private cat park. There is an MCC sign in the car park, however the first sign you see is a sign stating residents parking only, which is on the back wall of the car park and must be meant for the car park behind this one (I.e. the parking spaces outside the houses). Removal of this sign, if possible, would help, plus a simple sign stating 'Withy Walk Car Park' with an MCC logo, or similar at the entrance would suffice, I'm sure.

Yes. I went to a funeral only yesterday at the Baptist Church and i found it difficult to park. I normally walk to the village but I was going to the crematorium afterwards. I needed a car.
Do not remove the trees, they add character

Negative

Looks a bit tired at the moment and people don't realise it's there and park in the square

Magor Square

Open Comments

Positive

I love the idea of having trees planted to provide shade and seating areas underneath for visitors to use without feeling pressure to purchase a coffee
The ideas look really good. The paving definitely needs updating as navigating a wheelchair is tricky at the moment.
What a fantastic idea it is to plant trees in square - provide shade and seating underneath
Ensure car parking retained and no charges. Charges would kill both shops and restaurants.
Make sure the changes are compatible with the safe movement (e.g. slabs lifting by tree roots, heavy foliage causing wet slipping hazards/blocked drains)

Constructive

The tree planting is positive. The paving does not reflect the heritage of the village. However, improved consistent paving is required.
How will this impact deliveries for local businesses? A lack of distinction between path and road in this area would not be beneficial for either road or path users.
Please make the village solely for pedestrians (except for deliveries)-there is no need for cars to drive through the village
Making this a safe and pleasant place to have lunch, a coffee or sit to watch the world go by would be lovely for the community. Encouraging better use of the square by locals and by visitors from further afield would safeguard our existing shops and hopefully enable a more diverse offer in the future.
Would need some more diverse shops rather than hairdressers/barbers as right now that's all Magor square has to offer. Needs more decent eating establishments
I visit this regularly with the current set-up. Maybe consider more double yellow lines to prevent people parking. This would be a lot less expensive than repaving the whole area
I visit pretty much daily regardless. Putting in double yellow lines to prevent car parking would be a lot less expensive than repaving and pedestrianising the whole area

Making the paving more uniform looking is a good idea but not sure about the tree. In the picture, on a sunny day it looks lovely but, in the autumn, when there are slippery leaves on the surface, not so sure. Also wondering about the events in the square, trees and other "central furniture" might make layouts awkward.
Whilst I agree improvement is needed, I do think it worth taking into account the atmosphere of the village and its heritage. Modernising it isn't synonymous with improving it. As someone else said, we don't want it to feel like a new estate! But I think some level of improvement is needed to its current state.
not convinced that present parking will be maintained. Frequently visit square but unable to park in any car park, so go to Caldicot instead for shops. Square was SO much better before it was messed around with for covid.
I am not against some improvements to the square, but these should be limited in scope so as not to spoil the traditional look and feel of the place.
Like all bar the square paving. Use of materials more suited to its character would be my preferred choice.
Shame it can't be completely pedestrianized.
Love the idea of trees. Seating that doesn't belong to the local cafe & pizza would be welcome. What about totally pedestrianise the whole square, fed up of avoiding cars
I'm not sure about the mature trees and am concerned that they would dominate the War Memorial, which would be tragic. Titivating the Square is fine and further restricting vehicles is also OK as long as cars have other places to go (see comments about the Co-Op roundabout) and delivery lorries can still operate safely. The Square is a relatively small space and only so much can be done with it - we can't have 100 thriving businesses there and we can't have bike hire racks taking over, so whatever zoning is proposed needs to be mindful of the totality of the proposals as the redevelopment of the Square is the lynchpin.
This would encourage people to spend more time in our beautiful village
This is a great proposal. It would help the village make more use of the outside space in spring, summer and autumn. Make it more pedestrian friendly for wheelchairs, pushchairs etc. helping to make it a more inclusive place to visit. It would make the village centre more cohesive and hopefully reduce thoughtless parking
Empty shops filled. No more salons or coffee shops please! More benches and trees.
Stop all car access except for disabled parking, residents and necessary deliveries. No one else needs car access as there are car parks all round. Improve access and signage to car parks and put time limits on at least one, (e.g. max 3hours or similar), to keep it free for shoppers.
Square needs a big overall to make it fully pedestrian focused. However landscaping needs to be done properly and not as an afterthought.

The roadway through needs to be clearly marked and indicated in order to protect pedestrians and especially children who may inadvertently wander onto the allocated road area
Access needs to be maintained for funerals at both Chapel and Church.
I wouldn't visit more as already go daily, I might stay longer as I can walk to the square - if it had more plaza like features - e.g. outside covered seating areas for the restaurants, pubs, take aways and coffee shops - provided for and maintained by the council to make it fair for all businesses. Trees would take up unnecessary space, but enhancing the "plaza" feel to the square would be good as long as the ability to park is not reduced and that the time to park in the square is a least an hour rather than 30 minutes - as for example it takes 20 minutes for a prescription to be filled, and when you are ill you don't need the hassle of worrying about the parking restrictions. Main Car Parks must remain free and with no time limits
Please plant fantastic mature trees to improve the square. Mature enough that they won't interfere with events in the square
Improvements wouldn't make me visit more because I live here. Visitors often ask about public toilets so that needs sorting. The right trees and planting would enhance the area if chosen wisely in regard to size and maintenance.
Pedestrianise the whole square. There's no need for traffic and there's plenty of access from vehicles to the square/churches easily. This means that local events would be easier to plan/rearrange in mitigating circumstances (the Frost Fayre 2024 is a good example).
Would prefer disabled parking bays only. People do not need to take their cars into the Square. Would much prefer pedestrian only space
I visit regularly and it would make it far more modern in the old settings
I think it should pedestrianised. With coloured sails to encourage people sit in the square
The challenge will be to create a space that can be used year round. With the UK weather creative ways of providing shelter and outdoor eating/meeting places will be key to a successful proposal.
this needs to emphasise pedestrian and cyclist experience. Magor has a lot of cycling groups coming from outside the town, definitely more than from the town and they are an important source of income should the square be more welcoming. need to make sure cars cannot park outside of the allocated spaces like they do today, every day. if this continues it won't matter what improvements are made. it will feel the same as it does today. really important to get this right
Awful idea to waste significant money on changing road surfaces - makes it confusing for pedestrians and drivers, little added value
Please do not put any dog bins in the village centre as this would not be in keeping with the fresh new design.

I think fewer people would abuse parking if there was a set time limit, hopefully it will encourage people to park around the outskirts and walk into our lovely village.
Keep clear definition between footpath and roadway
Golden Lion looks a good idea.
Does short stay car parking mean there would be charges or traffic warden? Neither would be welcome.
Reduce parking in the square during the summer months but keeping disabled bays. This will allow for social areas to be created.
Parking in the square is an issue. Due to the limited spaces people believe parking is permissible and abandoned cars and vans around the war memorial. There should only be disabled parking available
please consider the square being only pedestrianized after 6pm. The post office needs all the trade it can get. People want post offices . So, keeping 3 parking spaces in front of the post office but say only 30 mins parking limit. After 6pm, close the square to traffic so we can have cafe style tables out in the square. maybe this would work from Easter through end Sept
Must not lose the feel of a village square with its irregular and uneven paving. Your artists impressions look too clinical.
The survey mentions the shops, most are hairdressers or empty. The council needlessly took over one of the shops for their office limiting the chance for shop variety leaving the remaining spaces in less desirable locations.
I agree Magor square needs a facelift, but not the horrible design put forward. Do not like the cross design, it is not in keeping with heritage of square, which dates back to doomsday book. Flattening the pavements on either road is dangerous for pedestrians. At 4.30 pm cars speed through square from main road B4245 to go over old bridge & down Bare rift common to A4810. Magor square used as a shortcut for cutting g off jxt 23a. Traffic needs to be slowed down to prevent residents being knocked down, especially children & elderly. During covid square was a great hub for community as there were undercover places to sit outside. This facility has now stopped & most places (cafes/shops) are shut at weekends & quite early during week.
Car parks are too small
All vehicles must be delivery only for the businesses. No through access.

Negative

For the love of god, leave the square alone. Nothing wrong with how it is at present. And please no change of the road and pavement surface.
It will loose all character and look like some new estate, not an old established village.
Utter waste of money
Why visit there's nothing there, better off having a trip to Usk or Cribbs

It wouldn't make any difference.
No i do not agree, I think the council need to find an architect with a bit more imagination and one who will design something that complements the historical characteristics and aesthetic of the village, not just another city centre concrete design. If I wanted to live in a city I would, this is a village !
We have recently bought a cottage in the village after moving away from a town. We chose this particular village as it was very quant and we very much appreciated the old village feel, we fear these new plans would completely ruin the character and aesthetics the village has to offer. Please if you feel the need to make "improvements" do so with materials that complement what is already in place, a beautiful village.
It completely removes the character of the square
The business in the square have been begging you not to pedestrianise the square. Please listen to them, it's so much easier to get stuff online, don't make it harder to use the village center or we'll lose even more visitors
Please don’t change the old character of the square by removing the old characterful paving stones and replacing them with featureless paved areas.
Such an odd choice to make it look more like a city centre than an old village. Al fresco areas outside the
Don’t change the paving to the featureless modern one used in Caldicot!
Plans are too modern and takes away from the character of the village. Materials in keeping with the village are preferable. Current plans turn the village into a copy of other local town/ urban landscape lacking character and individuality.
Lack of vision and obviously plans prepared by people who don’t live in the village.
Too modern for historical village
Poor use of money and major disruption to area whilst unnecessary work carried out - this is chaos in Caldicot
I don’t think there is a need for change in the landscaping of the square. The road colour and design seems to have caused problems in Caldicot where they have done similar. I think itâ€™s more straightforward the way the road layout is now.
The amount of time it would take to complete this work (and money) is far too much and unnecessary
I don’t like the look of the design, the uniqueness of Magor is being lost.
Agree with comments making it pedestrianised after 6pm. Also the concern that the character of the Square is lost with the type of paving shown
The disabled and short stay carparking MUST be retained. New trees may take up too much space although the well maintained planters are good. I visit the square several times a week and this would not change.
I believe the square should be totally pedestrianised, only allow vehicles access to church for funerals. All cyclists to dismount.

Not keen on copying the generic Caldicot design. Pedestrianise the square - ban all vehicles & bicycles.
Would suggest that the parking in the square is for disabled only and improvements made in the existing carparks.
Magor Square is a historic setting and has been used for filming because of it's traditional village square appeal. The vision is completely out of character for the area and will depersonalise it, making it look like any other faceless village. The current paving is not that old and could be tidied up if needed, it is much more in keeping with the nature of the village. The current proposal would cause confusion and might even be dangerous, especially to pedestrians, in my opinion, as there are no easily distinguishable definitions between pavement and road. How are guide dogs supposed to know how to navigate these areas? The square is closed on occasions such as the Frost Fayre, and this works well, but there are a large number of elderly and disabled people in the village who visit the Post Office and Chemist who rely on parking as close as possible so some parking should be allowed. The messy planters blocking access across the square are unappealing and should be removed or improved. Traffic wardens should stop people parking in silly places around the memorial or in the middle of the open area.
waste of money
I think the designs are not suitable for such a small space as Magor Square. I think the addition of a square on the pavement will cause confusion - this is what has happened in Caldicot where similar layouts have been employed.
Cars and sitting out areas don't agree. Dangerous for children.
If we have large trees, these will drip rainwater onto the cenotaph. It's a vital part of Magor Square and maintained each remembrance Sunday for a service.
Magor Square is a lovely setting which only requires some enhancement. Repair the flagstones and repair the tarmac filling. Please do not propose substantive changes and hard landscaping - it is not required. Enhancement with improved planters, planting, shared public cafe space etc would be great.

Local Facilities

Are there any other facilities you would wish to see?

Public toilets
We desperately need a public convenience within the Magor Square vicinity. More dog friendly facilities are needed.
Toilets, yes! I think bike stands is a great idea as the area is popular with cyclists accessing the Gwent levels
It can be really frustrating when residents can't use local facilities such as cafes etc due to the volume of cyclists. This is an issue we have already - it doesn't need to be made worse

Some more green space and traditional planting schemes would be nice together with dedicated wildflower areas on the verges and roundabout at the entrance to the village from the M4.
If we are seeking to attract tourists then we have to provide the infrastructure for them and this sort of stuff is thus essential.
Public Toilets
A bike tool station would be great for cyclists
Re-open the Dr surgery, for sure. Evri / amazon locker - the one at rogiet is always full. Bakery.
You want to attract more traffic to an area that has limited parking, it's a nightmare to use the area on a normal day. Whilst Caldicot is equally as its easier to park and you can at least do a shop.
Toilets high priority. Dogs low priority.
Definitely need facilities for visitors
Definitely, we are currently one of those towns without toilet facilities.
Give the pubs rate rebates if they open their toilets to the public outside of licencing hours. Same for the Hub. No need for public toilets.
The questions is to broad from the specifics of the statement - so disagree as don't know what I am specifically agreeing with - e.g. I don't think we need toilet provision as cannot imagine where they would go other than taking up car parking space, are difficult and costly to maintain, and are a magnet for vandalism, drugs and other illicit activity. Public can and do use the pub facilities if necessary, cut it could be encouraged to make a small donation to the pub when they do - e,g, 20p
Village needs a public toilet close to the square
Extra defibrillators and blood kits.
Please consider sympathetically so not left with more street furniture littering the place
Library
Again, trying to turn a village into a city, if this isn't Cardiff
look to expand the maps around the area to include cycling routes that take in other towns and villages in the area. Magor square is a great stopping point and could attract a lot more cyclists to it if this is done right
Parking meters .. no cycling in village square â€¦ the name centre is not correct .the name should remain as square
Against toilets unless regular maintenance is guaranteed
GP surgery open both morning and afternoon!
Toilets needed
put electric car charging points in other car parks..
If toilets being installed ensure they are well maintained and cleaned. Also not a place for drugs.

prospective clothing/furniture Magor-undy projects
I don't think there is an urgent need for extra facilities such as water refill points etc, but I do think they would be used if there
There are already several outlets that provide dog bowls and toilet facilities.
Public toilets are expensive and difficult to keep clean and well maintained.
This is probably the best suggested improvement, it would be beneficial to the local community and visitors.
Would be useful and beneficial, however Monmouthshire County Council would need to provide adequate maintenance and cleaning services for the facilities and to ensure they don't get vandallised.
Youth club, sporting activities, skate park etc
Councils are closing public toilets because they can't afford to maintain them who will pay ? Increase in Community tax ? No
Cycle stands are the most attractive of all these proposals! And the maintenance points are a welcome addition if they can be provided easily and cheaply. Public toilets an excellent idea, although potentially costly to maintain in perpetuity. Is there any option to subsidise local businesses to offer toilet facilities during their normal opening hours? Also e-bike charge points (although I'm not sure how these would work).
Toilets are available, and always have been, in the pubs and cafes in the village. As a friendly area, owners have always been considerate of the needs of visitors to the village. I can't see where toilets could be placed to be aesthetically pleasing and worry that they would be misused or become an eye sore. People seem to manage perfectly well with cycles in the village already and I cannot see the need to change this. A water point might be nice, but I'm not sure how much it would be used in reality. Undy is no longer a dog friendly area as recent signage clearly shows so on the odd occasion someone might want to walk through the village with their dog, I'm sure they won't want to stay for long. As a responsible dog owner, I don't believe a village centre is the correct location for a dog waste bin but there are no dog-friendly exercise areas nearby in which to place one either.
Definitely toilets (with water refill taps) and bicycle racks, and any other facilities for encouraging cycling. I think it would be essential as part of this consultation to find out if improvements can be made to the Cycle Network No.4 that runs through Magor, Undy and Rogiet to Caldicot. The current track surface (large stones/ballast) has caused damage to many bikes (such as chain/gear problems) which has resulted in stranded cyclists needing assistance and having to abandon their journey.
More diversity of shops
Skateboard parks for my 16 and 12 year old grandchildren. There is very little for the teenagers to keep them busy and amused.

Improved cycle parking, water points. There is an opportunity for some of the businesses to be paid a small sum for their own facilities to be used if they are agreeable e.g. wheatsheaf, mia;'s etc. No need for a new one.
Toilets

Linkages

More signage to the MUGA court . Improve the routes from Rockfield & Greystone housing estates.
Walking along the main road is not pleasant. If traffic stuck to 20 it wouldn't be so bad but traffic speeds pass and the pavements, in places, are very narrow.
Along Magor Motors Lane through to the Co-op roundabout
Improving path surfaces so that routes are not muddy might encourage use. Map for people new to the neighbourhood might make people aware of these routes.
Like the idea of a welcome pack for the new houses
The outskirts of Undy is very isolated from Magor
Signs to all points of interest, e.g. the ruins by the Church car park, Magor Marshes, etc. plus signage to services and facilities, e.g. post office, toilet(s), car parks, bike park, etc. may be useful too. Also a few maps around the village detailing all these and local walks
Signage to The Hub and Tennis Courts, which will also need repeating at the end of Sycamore Terrace as does signage to Magor Marsh
All existing paths/ walkways need to be cleared of obstacles/ undergrowth/ litter.
Provision of and regular emptying of rubbish and dog poo bins improved.
Excellent informative idea
Traffic calming is an absolute must through undy and Magor (lots of other towns in Monmouthshire seem to have much better representation of these things). crossings at the entrance to undy for example prevent any safe crossing of the road from Rockfield estate and the new houses that are being built. Don't just focus on crossings and pedestrian routes that circle Magor square, look at how other concentrations of people in undy specifically can safely travel to the village centre. This right will increase footfall into the centre
Back of the village where the bus stop is on a corner - speeding cars - pelican crossing
It would be good to have pedestrian/cycle lanes from the causeway around Whitewall as walking or cycling around there, especially with children, can be dangerous without this.
Provided information on the map at the Hwb.
Better lighting and pathway link from MUGA to Sycamore Fields
No as the ones indicated show exactly where required
A pedestrian bridge from Undy to Magor at the east entrance

Route from underpass/bridge to Undy playing fields via Whitehall Gardens. Village centre to village hub past tennis courts - poor surface - pooling places.
Pathways need to be maintained more in the summer, cutting back the hedges etc more so there is easier access to the village, especially for pushchairs and wheelchairs
Improving the local environment is always a positive. I don't think you need signage all over the place
More footpaths/cycle paths but not to the extent like they have at Caldicot where it makes it more dangerous when cars and pedestrians interact
The footpath past the hub could be more inviting, you feel as though you are walking through a car park. will be a challenge to get people in the new Rockfield estate to walk to the village
Improve route from the Causeway to the Hwb for pedestrians & cyclists. Overgrown conifers around the telephone exchange spoil the potential to improve the route from the Hwb to Sycamore Terrace. This is vital before the new railway station opens.
Signage needs improving. Routes used by walker / visitors to Magor Marsh & Bridewell Common (Whitewall & The Causeway) should have a weight limit imposed and 20mph speed limit. Because as it stands it is a potentially dangerous routes. Street art is a distraction from our delightful countryside and a waste of money.
Would agree that pedestrian routes into the village should be improved, however this should extend to the entrance to Magor from the very West of the B4245
Nice idea, presumably quite easy and cheap to do. The arrow signs are good. I like the concept of "3 minutes to a coffee" but would prefer a more attractive / less obtrusive style of sign.
Tidy up current routes and walkways and provide lighting in darker areas. The blue sign in the photo is hideous and out of keeping with the village feel in the area, it looks like a sign at a music festival. Community art would spoil the village which has old, attractive buildings with interesting architecture. The appeal of Undy lies in it’s age and history. It doesn’t need brightly coloured murals better suited to deprived nondescript urban inner city areas.
But they need to be maintained
There are lots of walkways through the various parts of Undy that new residents (and some who have lived here for years) don't know about. It is often quicker to walk from Undy to the village than to drive, but without knowing the routes they would assume they need to walk the same route as they would drive.
A crossing at the Blenheim and Queen's Garden over the main road to the bus stop for Caldicot. School children cross this dangerous road every morning to go to school.
Use the grass areas to plant wildflower beds.

Figure 19 indicates that 83% of respondents wish to see the implementation of the active travel routes between Magor with Undy and Severn Tunnel junction, which is due to the poor experiences of walking or cycling along the B4245 to the east (see previous open comments.)

Active Travel

Yes, this should be the priority over other projects. There is currently no safe path between Magor/Undy and Severn Tunnel Junction.
Safe travel better Magor, Rogiet and Caldicot should be top priority, ideally linking from the square to Caldicot castle. Improved access to Wentwood forest would also be useful
An active travel route to Rogiet and Severn Tunnel is badly needed. There is a route via the moors road but there is no lighting so is not safe during the winter months.
Definite need for a pathway between Magor/undy and Rogiet so that people are able to access Severn tunnel junction.
Desperately needs a joint foot/cycle path from Undy to Rogiet
This is by far the most needed improvement
Safer pedestrian access to Severn Tunnel is really needed.
Make it easier for children to cycle to school, stop the culture of getting in the car to do a 3 minute journey
The sooner the better for the train station and the pathway between Undy and Rogiet
This would make a massive difference. Possibly the biggest one of all questions asked so far.
It's been needed for decades. It's dangerous to cycle to Severn tunnel and it should be an easy route to take
A path from Undy to Rogiet is also needed. Also, Magor walkway station must be a priority
Make sure that STJ becomes the 'drive to' station (e.g. when having luggage) and Magor & Undy Walkway becomes the walk/cycle to or drop off station.
Especially if this means active travel routes linked to good public transport - including the absolutely needed and must have before anything else - railway station - the railway station will make it better for young people to get jobs, for visitors to access Magor - know about Magor - create jobs, decrease traffic on roads - encourage visits to the shops befor4e or after travelling to work etc
Magor/Undy station much needed and long overdue. Better and more frequent bus services.
Essential on this very busy road. Currently no safe to cycle or walk to STJ
Having a Magor train station would significantly improve access to the area and help connect to other parts of the country

you need to create cycle lane between undy and Rogiet to allow safe travel of pedestrians and cyclists to station and other amenities that are offered in wider Caldicot too. also, traffic calming in undy and Magor with introduction of crossings at undy and Magor entrances and chicanes and speed bumps
A safe and sensible way to get to Severn tunnel junction would definitely encourage me to use the train more
If it stops people parking
We need a pathway from Rogiet to Undy, when there is traffic, this gives people the option to walk/cycle or catch a train.
Create long awaited pathway along B4245 between Undy and Rogiet
Cycle route needed so cyclists do not use B4245 between Undy and Severn Tunnel - a fast and dangerous road. So many more cyclists on the roads in this area. We don't want any more deaths.
as mentioned, a dedicated footpath/cycle route to STJ and beyond
Cycle/footpath from Undy to Rogiet
Focus on the station first
interesting to develop the idea of gateway to the levels. Footpaths and routes exist so maybe more signs / maps. encourage foot/cycle traffic past Undy church to the village centre. improved cycle route to Rogiet
There needs to be a pavement/cycle path between Undy and Rogiet. My concern regarding the new station is "where will people try to park"? I understand that it is titled a walkway station but in reality, there are few houses within a reasonable walking distance.
Active travel routes would be welcomed however a station at Magor would reduce the need for travel routes between Severn Tunnel and Magor.
Strongly support this. In fact, if cycle / pedestrian access was better, then Severn Tunnel would become a practical station for Magor / Undy.
At the moment cycling on Magor Road is dangerous. Many ignore the speed limit. I have tried the walk from Undy to Severn Tunnel along the main road - it is a dangerous main road with no pavements. Our son lives in Bristol, and we want to catch the train Temple Meads.
We absolutely need a footpath from Undy to Rogiet/Severn Tunnel Junction.

Magor with Undy

Placemaking Plan Consultation Summary Report

May 2025

Purpose

The purpose of this document is to provide a summary on the consultation for the Magor with Undy Placemaking Plan held between the 14th February and the 9th March 2025.

It specifically presents analysis of both face to face consultation and digital feedback received.

How People Had Their Say

Opportunities for community consultation included the following:

- The local community was signposted to Monmouthshire County Council's Let's Talk website and engagement tool where they could register and find out more information on the Placemaking Plan process;
- Two days of face to face community drop in sessions were held at Magor Baptist Church and Magor with Undy Community Hub (MUCH) which involved:
    - A physical display that presented background, key issues and analysis, a draft vision and a series of draft proposals;
    - Opportunities for the local community to identify other issues and ideas;
    - Complete a paper copy of the community feedback survey or provided with an A6 postcard with survey link.
- Ability to download and view the proposals through Monmouthshire County Council's Let's Talk website and to provide feedback through an online survey;
- Obtain paper copies either at the community drop in sessions or from Magor with Undy Town Council with completed copies returned to these offices;
- Email the County Council's regeneration team with comments.

The full placemaking plan document can be viewed at: https://www.monmouthshire.gov.uk/placemaking-and-regeneration/

Image 1 - Images from Community Consultation

Source: Chris Jones Regeneration

Key Messages from the Consultation
Physical Proposals

Western Gateway

- Respondents agree with need to announce Magor village from here (67%), to improve pedestrian safety and use of signage and artwork to raise the profile of the Gwent Levels destination but some comments on a simpler phased approach that represents value for money, with some observations on future design detail within the carriageway as well as signage/form of artwork for future consideration;
- Some "quick win" suggestions around community tree planting and wildflower planting.

Junction with MOT Centre

- Strong agreement on the need to re-enforce this junction as a better way to access the Co-op edge of the village centre with simple carriageway treatment and signage;
- Need to consider on-street parking within this area and some underused pieces of land and underused buildings.

Roundabout by the Co-op and Wheatsheaf Inn

- 66% of respondents see a need to improve this arrival point that addresses redundant buildings, on-street parking and a simpler junction at the Co-op e.g., T-junction with a need to explore a one-way flow out past the fish and chip shop on Newport Road;
- Some comments on keeping the redesign simple but linking into the B4245 and with the village centre.

Withy Close Car Park and Linkages

- 84% of respondents agree that this car park is hidden and is perceived to be for the sole use of the neighbouring residential homes;
- Suggested improvements from the community consultation included removal of containers, improve signage, town maps, way-marker and some simple landscaping directing you alongside the Baptist Chapel.

Magor Square

- 68% of respondents are in favour of the proposals, but 52% would visit more often if improvements were made; approval is conditioned specifically:
    - Wider village parking strategy to address off and on-street parking needs that support popping in parking and servicing;

    - Shared space design – more details on this – conservation type material, differentiation between footway and carriageway;
    - Trees and planting details; some concern over location and practicalities of trees within the square;
    - Trial or phased approach that is low cost but tests the proposed allocation of space between vehicles, pedestrians and building frontages.
- Other ideas: coloured sails, more shelter, 30 min short stay parking, communal seating.

Other Facilities

- Main items that need provision or improvement include:
    - Toilets – public or a local partnership model;
    - Cycle stands and shelter and bike mechanic stations, water refill points;
- Suggestions from the consultation included:
    - Evri/amazon locker linked to a local business;
    - The provision of a skate park for young people;
    - More electric car charging points;
- The survey and comments have also raised concerns over reduced services in the local doctor's surgery and reliance on the surgery in Caldicot.

Pedestrian Routes and Links

- 84% of respondents agree with the need for better linkages;
- More signage between neighbourhoods and MUCH, Sycamore Fields and village centre with better lighting and use of wildflower planting;
- Physical map and a welcome pack for new residents;
- Community clear up of footpaths;
- Better links to Whitewall by road;
- Links out to Undy are poor – footways ponding and overgrown along the B4245;
- Mixed view on the form of signage – traditional versus artwork.

Active Travel Routes

- 83% agree with the need for active travel route improvements, specifically:
    - B4245 to the east – poor pedestrian footways out to Rogiet and Severn Tunnel junction;
    - Sympathetic lighting along Moors Road;
    - Magor with Undy walkway station is a key priority with AT routes integrated.

Community Life

- Most respondents agree with the need to improve destination signage, trails and paths management between the Gwent Levels and the village centre and a better awareness of opportunities to walk, cycle and explore the Levels from the village centre.
- To a lesser extent, the development of new visitor products had greater levels of disagreement.
- Respondents agree with the need for better communication on community life and activities, whether this be digital or through physical householder promotion. Respondents value the current programme of events and activities which the community needs to build on.

Priorities

- There is a strong group of top priority proposals, with i) the Co-op approach and roundabout, ii) improving the public realm and experience at Magor Square and iii) implementing active travel routes and infrastructure across the town.
- The next grouping of proposals includes the need to improve the western gateway on the B4245 with Newport Road and to continue to build on the organisation of community and social events that draw people into the village centre.

What's Missing

The consultation asked people to identify and areas or ideas that are missing from the draft plan. These included:

<u>Shops and Local Services</u>

Some missing shops and services that were identified by the local community include books, clothes, toys, ice cream and shops for teenagers.

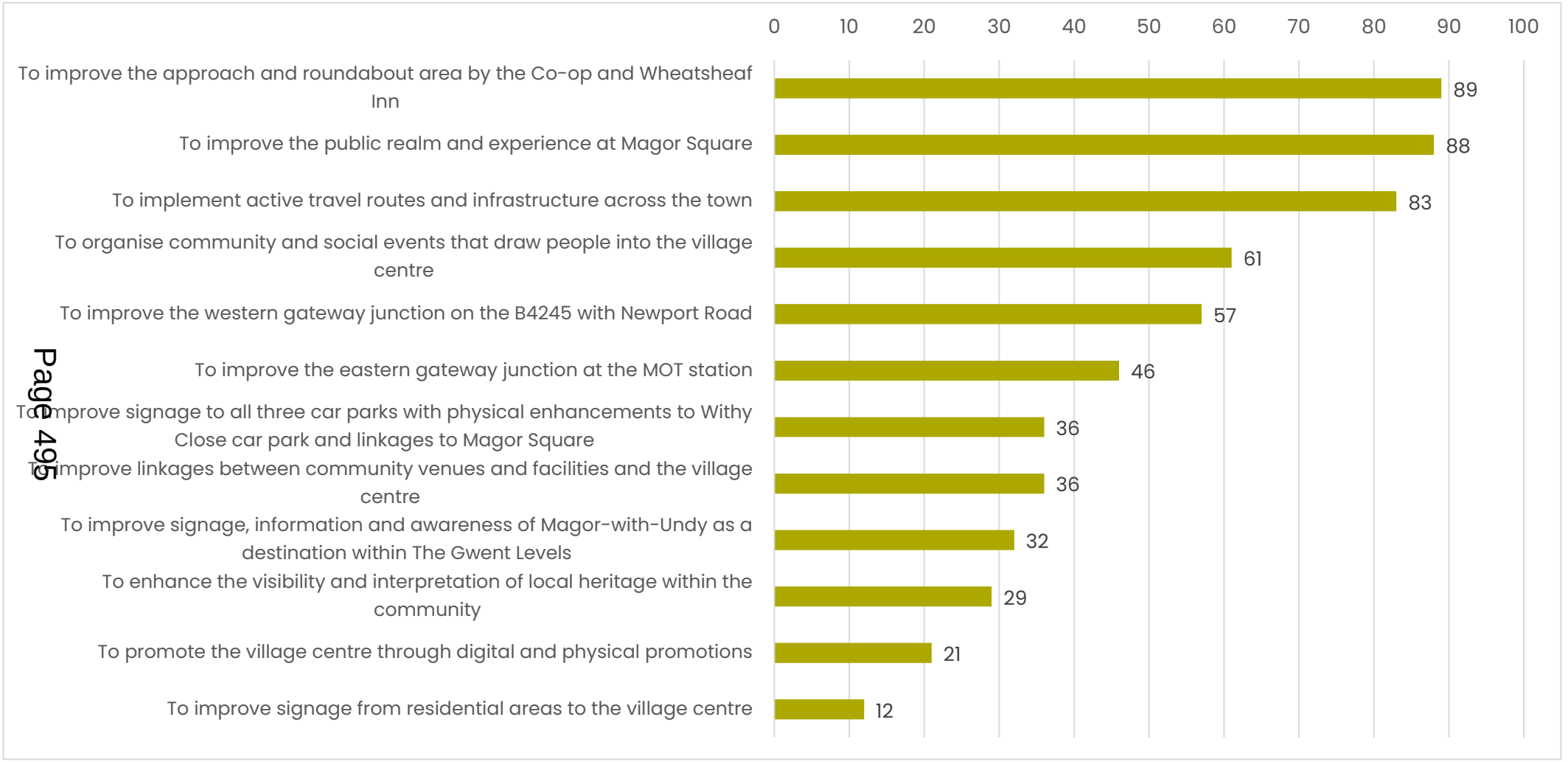
<u>Young People</u>

Ideas include a pump track for biking within the Sycamore Fields site, in addition to a skate park and a small kickabout football pitch.

<u>Linkages and Connections.</u>

Ideas include a pedestrian bridge from Undy to Magor at the eastern entrance. Tidying up existing routes and paths across the community is needed first before creating new ones.

Figure 2 - From all the proposals, what are, for you, the TOP THREE PRIORITIES?



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Monmouth

Placemaking Plan

October 2025

monmouthshire
sir fynwy

Trawsnewid Trefi
Transforming Towns

This document has been prepared on behalf of:

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Date: 6 October 2025 10:13 am

Version: 10

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Introduction

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What Placemaking Is

What Placemaking Is

Placemaking is about creating places where people want to live, work, visit and spend time in. It's a way of thinking that puts people at the heart of planning decisions, making sure that new developments and improvements to existing areas help communities thrive.

Rather than looking at individual buildings or streets in isolation, placemaking takes a broader view. It considers how different parts of a place work together - the shops, homes, parks, transport links and community facilities - and how they can better serve the people who use them every day.

Good placemaking creates areas that have their own distinct character and identity, that people are proud of and where they feel a sense of belonging. It focuses on making places that are attractive, accessible, safe and vibrant - and that support people's health, happiness and well-being.

Why Monmouth Needs a Placemaking Plan

Over the years, many places have lost their unique character as development has happened piecemeal, without considering the bigger picture. This has led to 'placelessness' - areas that could be anywhere, and that lack the special qualities that make people care about them.

Monmouth is fortunate to have a strong historic character and beautiful setting between two rivers. However, like many market towns, it faces challenges: empty shops, traffic congestion, and the need to attract and retain younger people while serving its ageing population.

A placemaking plan helps coordinate efforts across different organisations and funding streams. Rather than tackling problems one at a time, it provides a shared vision that everyone can work towards. This makes it more likely that improvements will complement each other and create lasting positive change.

Purpose and Scope of This Plan

This placemaking plan sets out a vision and framework for improving Monmouth town centre over the coming years. While the focus is on the town centre - roughly the area from Monnow Bridge in the south to St Mary's Priory Church in the north - the plan also considers how this area connects to the wider town and surrounding countryside.

The plan aims to:

- Create a shared vision for Monmouth's future that reflects what local people and businesses want to see
- Identify the key opportunities and challenges facing the town centre
- Set out practical projects and improvements that can be delivered over time
- Provide evidence to help secure funding from various sources
- Guide decision-making by councils, businesses and community groups.

The plan will help demonstrate local priorities to regional and national organisations, making it easier to access grant funding and align different services and investments.

What Placemaking Is

What This Plan Can and Cannot Do

Through extensive consultation with residents, businesses and local groups, we know there are many things you want to see improved in Monmouth. This plan can directly address some of these issues, while others need different organisations to act.

What This Plan Can Achieve:

- Improvements to town centre streets and public spaces
- Support to bring empty buildings back into use
- Better connections between historic sites and attractions
- Enhanced signage and way-finding throughout the town centre
- Backing for more events and activities to bring life to public spaces
- Support for local businesses and entrepreneurs.

These are areas where the town council, county council and local partners can make direct progress.

What Needs Wider Action

Other organisations need to lead on many of the issues raised while preparing this plan:

Transport: Bus operators and Welsh Government can improve bus services and regional transport links.

Healthcare: The local health board can address the shortage of NHS dentists and improve access to health services.

Housing and Employment: While we can support town centre businesses, broader issues around affordable housing and major employment opportunities need county-wide and regional action.

Services for Young People: Beyond town centre facilities, schools, youth services and further education providers can coordinate to improve services for young people.

How This Plan Helps with these Wider Issues:

Even where we can't directly solve problems, this plan:

- Demonstrates to other organisations what matters most to local people
- Provides evidence when applying for larger funding programmes
- Creates a foundation for partnerships with regional and national bodies
- Raises Monmouth's profile for wider investment opportunities.

This placemaking plan is not the solution to every challenge facing Monmouth, but does provide a clear starting point for coordinated action that can make a real difference to the town centre and the wider community it serves.

How this Plan is Structured

The rest of this placemaking plan is organised into four main sections:

Section 2 Understanding Monmouth Today and Place Analysis

This section provides a summary of our analysis of Monmouth town centre, based on multiple sources of information including engagement with local stakeholders and consultation with the wider community. It examines what makes Monmouth special, the challenges it faces and the opportunities available to build on its strengths.

Section 3 Your Vision for Monmouth's Future

This section sets out your vision and objectives for the future of Monmouth town centre, including delivery goals and supporting objectives. The vision was developed through extensive consultation with residents, businesses and local organisations to ensure it reflects what the community wants to see for their town.

Section 4 Making It Happen

This section starts by summarising how the community responded to our initial proposals through comprehensive public consultation, showing how this feedback directly shaped our final approach. It then sets out our comprehensive plan for achieving the vision, including a framework that shows which projects are more of a priority than others.

Section 5 Visualising Success for our Town Centre

This section focuses on measuring the effectiveness of change. It sets out how to track outputs and outcomes against each of the plan's delivery goals to ensure they are carried out successfully.

How this Plan was Produced

Stakeholder and Community Involvement

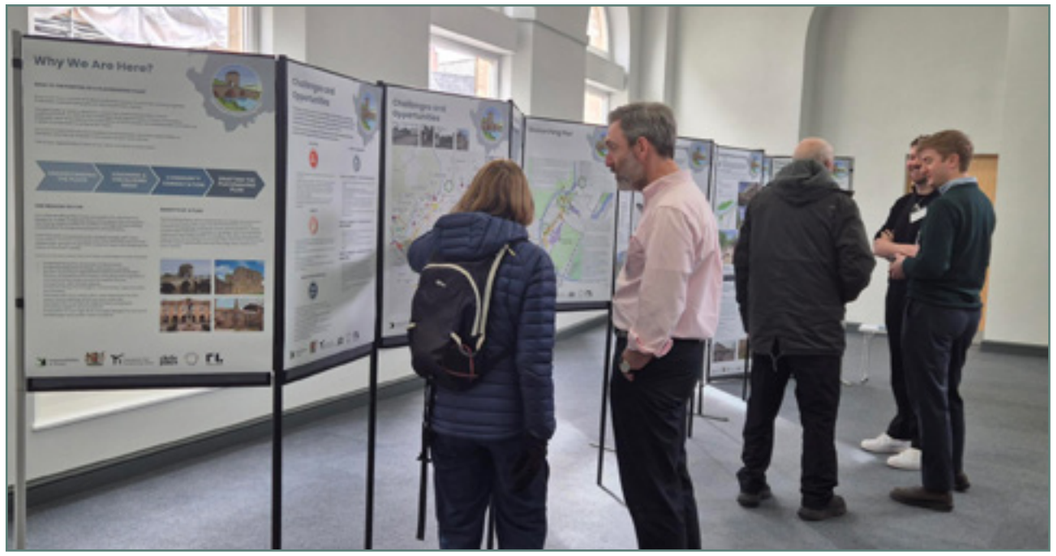
The Monmouth Placemaking Plan was developed through extensive stakeholder and community engagement, with each phase directly informing key aspects of the final plan.

A dedicated steering group made up of representatives from Monmouthshire County Council, Monmouth Town Council and key local stakeholder organisations provided strategic guidance throughout the project. Most importantly, the steering group carried out a prioritisation exercise using information including feedback from the public consultation to determine the priority projects and make sure resources would be focused on community-supported initiatives.

Stakeholder workshops were a cornerstone of the engagement approach, with each workshop having a distinct purpose in the plan's development. The first workshop, held in September 2024, gathered invaluable local insights that directly informed the development of the vision for Monmouth's future. Participants identified what they loved about the town centre and imagined its future through structured discussions, with their input shaping the aspirational final vision. The second workshop, held in February 2025, gathered feedback on the draft proposals, with stakeholder expertise informing and refining the proposed projects before the wider public consultation.

Interactive walkabouts around the town centre with stakeholders provided ground-level understanding of specific issues and opportunities, bringing the desktop analysis to life. They directly influenced the project by highlighting connecivity challenges, underused spaces and areas with potential for improvement.

Targeted meetings with specific groups ensured diverse perspectives were captured. Sessions with students from Monmouth Comprehensive School provided insights into how young people experience the town centre, informing projects designed to encourage greater engagement from this age group.



The public consultation in March 2025 provided different ways for the community to take part. In-person drop-in sessions at the Market Hall attracted 222 people over two days, with peak attendance during Saturday morning and Friday lunchtime. A static display at the Shire Hall's Old Council Chamber gave additional opportunities for feedback. Digital engagement through the Let's Talk Monmouthshire platform expanded reach significantly, with 1,240 visitors to the project page and 428 downloads of the proposals document. In total, 250 people completed the feedback survey either online or on paper. The feedback from this comprehensive public consultation was used to refine ideas and make sure they addressed community priorities and concerns. It also informed the vision, confirming community support for its direction and, crucially, informed the prioritisation of projects alongside the steering group's deliberations.

The full findings of the public consultation phase are analysed in a separate **Monmouth Consultation Report,** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Understanding Monmouth Today

Understanding Monmouth Today

To create a successful plan for Monmouth's future, we first need to understand the town as it is today. This section provides a summary of our detailed analysis of Monmouth town centre, drawing on extensive research, data analysis, and - most importantly - conversations with the people who know the town best: its residents, business owners, visitors, and community groups.

We examine what makes Monmouth unique and special, from its stunning historic architecture and riverside setting to its role as a market town serving a wide rural area. We also look honestly at the challenges facing the town centre, including some prominent vacant buildings. We look at how to make the town centre work for people of all ages, how to help people navigate around to discover its wonderful heritage assets and independent businesses, and the need to get to the basics right such as de-cluttering public areas and making them as clean and tidy as possible.

By understanding both Monmouth's strengths and the challenges it faces, we can identify the real opportunities available to build a better future for the town centre and the community it serves.

The full details of our analysis are set out in the separate **Monmouth Baseline Report,** which cyou can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Where Monmouth Is

Monmouth (Welsh: Trefynwy) is a market town and community in Monmouthshire, Wales, situated where the River Monnow joins the River Wye, around two miles from the Welsh border with England.

The town occupies a strategic position between the major centres in South Wales and the South West of England and the Midlands.

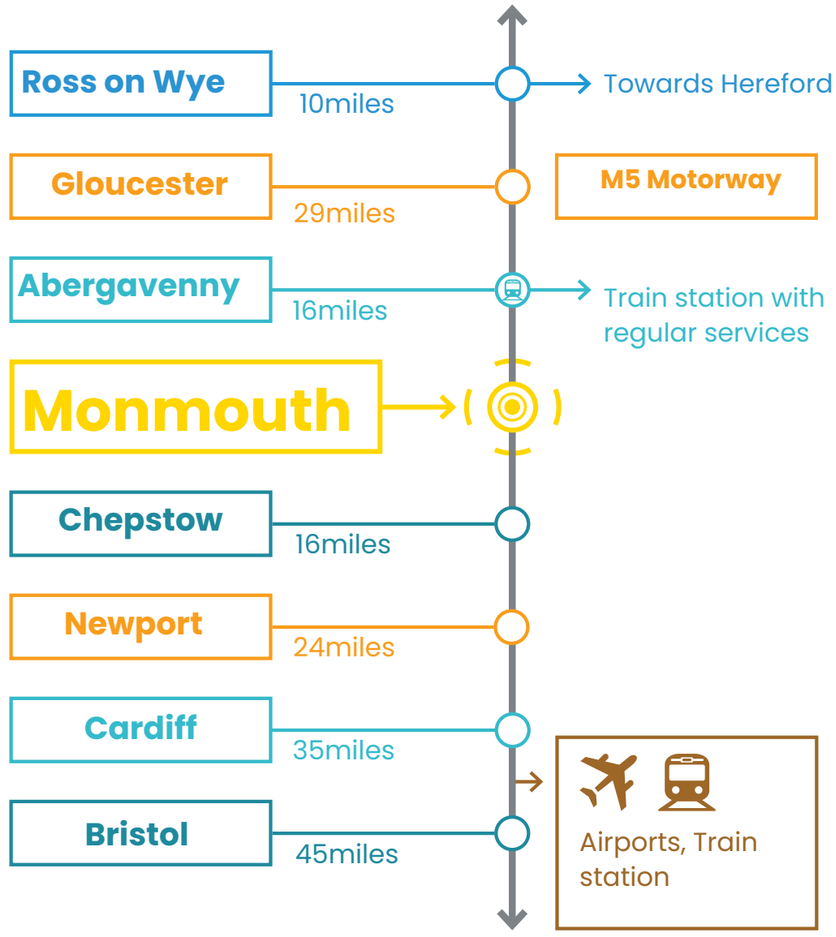
Monmouth acts as the main retail, educational, and cultural centre for an extensive rural area, including much of north-eastern and central Monmouthshire, and extending into the Forest of Dean and Herefordshire.

It also contains a number of smaller neighbourhood centres.

The town centre has a relatively large number and good range of shops and restaurants, a theatre, cinema, and museum. There is also a leisure centre offering a variety of facilities including a swimming pool, fitness suites, indoor sports halls and outdoor pitches, as well as a number of parks and open spaces run by the county council.

Monmouth has bus services to the South Wales towns and cities and into Gloucestershire and Herefordshire. The closest train station is Abergavenny, a 25-minute drive away, and this station offers regular services to Hereford, Newport (with connections to Bristol) Cardiff and further afield.

Monmouth is located on the edge of the Wye Valley National Landscape Area, which mmediately adjoins the town and is an important centre for tourism. The town centre is also a designated Conservation Area.



Monmouth Timeline

This timeline outlines the key historical milestones in Monmouth's development, from its early Roman origins to modern infrastructure improvements.

1067

MONMOUTH CASTLE
is built by William FitzOsbern

1101

MONMOUTH PRIORY is founded

1200s

1536

MONMOUTH PRIORY
is dissolved in the dissolution of the Monasteries

1600s

1645

MONMOUTH
becomes a MARKET TOWN

1800s

Growth in the importance of Monmouth as a market town and administrative centre

Tibb's Bridge, Monnow 1799

Monmouth Timeline

, River

1837

The **SHIRE HALL** is built

1857

Monmouth Troy Railway station opens (and was closed in 1964)

1902

MONMOUTH SCHOOL FOR GIRLS

Is founded

1960s

MODERN INFRASTRUCTURE

and new housing is developed

2004

THE NEW MONNOW BRIDGE

is opened on 15 March

2018

Grand opening of new COMPREHENSIVE SCHOOL

Current Activities, Plans and Projects

Monmouth is not starting from a blank page. The town has benefited from significant recent investment and has an impressive pipeline of committed projects that are already transforming key areas of the town centre. These initiatives, delivered through partnerships between Monmouth Town Council, Monmouthshire County Council, and various funding bodies including Welsh Government and The National Lottery Heritage Fund, demonstrate the strong foundation upon which this placemaking plan builds.

From the major transformation of the historic Shire Hall into a vibrant museum and cultural hub, to the completed improvements along the riverside by Monnow Bridge, and the approved schemes for Monnow Street and Church Street, Monmouth has momentum. The town has also embraced innovation through 'SMART towns' technology, introducing intelligent recycling bins and LoRaWAN infrastructure(a long-range wireless network), while continuing its environmental leadership as the UK's first Bee Town.

This placemaking plan recognises and builds upon these achievements, ensuring that future proposals complement and enhance the excellent work already underway. The following section outlines the key projects that form the foundation for Monmouth's ongoing regeneration, providing context for how the plan's recommendations will integrate with and amplify these existing efforts.

Current Activities, Plans and Projects

Shire Hall

Monmouthshire County Council's Shire Hall Heritage Project has been awarded £1.5 million in funding from The National Lottery Heritage Fund to create a vibrant museum in Shire Hall, integrating the Council's two existing sites into one sustainable space. This project will enhance visitor experience with new galleries and community areas while preserving significant collections related to local history and notable figures. The project will engage diverse audiences through inclusive consultations, exhibitions, and workshops, incorporating best practices in co-production. It plans to increase organisational capacity with new roles and volunteer opportunities and to collaborate with educational institutions for skills development and heritage conservation.

Active Travel

Monmouthshire County Council has completed the Williams Field Lane to Monnow Bridge Active Travel Route, funded by Welsh Government. This new route connects residential areas to the town centre via Wonastow Road and Drybridge Street, with links from Rockfield Road skate park. Key improvements include widened shared-use footways for cycling and walking, a new priority junction replacing the Wonastow Road mini-roundabout and improved pedestrian crossings.

Future plans include a proposed pedestrian footbridge over the River Wye to enhance connections with Wyesham and the Offa's Dyke Path.

Inglis Bridge Repairs

The Inglis Bridge, which crosses the River Monnow and links Vauxhall Fields and the suburb of Osbaston, has been closed since 2024 for safety reasons. In spring 2025, it was announced that the owners of the bridge, the Ministry of Defence had secured funding for the essential works needed to reopen the bridge and, subject to appointing a contractor and securing environmental permissions, the work should be complete by the end of the year.

Current Activities, Plans and Projects

Riverside and Monnow Bridge

Plans to enhance the riverside by the historic Monnow Bridge and improve basic infrastructure in Monmouth have recently been completed. The project is a partnership between Monmouthshire County Council and Monmouth Town Council and is funded by the Welsh Government's Brilliant Basics scheme. The scheme supports small-scale improvements to infrastructure, designed to improve the attractiveness of towns for visitors.

The project includes tree and wildflower planting, new picnic and park benches so people can enjoy the lovely riverside spot with its view of the iconic bridge, signage and a sculpture to create a more visual separation of the green space from the car park. In addition to the improvements to the open space, new "smart" litter bins have been installed on Monnow Street and in other key locations.

A significant element of the project is the introduction of 'smart' recycling litter bins throughout the town centre to collect cans, plastic bottles and paper cups for recycling. In addition to these street recycling litter bins, five larger recycling hubs were introduced where glass bottles, cans, plastic bottles and paper cups can be recycled. The bins have been fitted with electronic bin fill sensors as part of a trial to test how technology can help reduce the frequency of overflowing litter bins. The project is part of the Motion for Rivers and Ocean Action Plan, which is raising awareness of the impact litter can have on our rivers and seas.

Agincourt Square Phone Box

The town council has commissioned an artist to obtain ideas for the design of the telephone box. The idea is to install an 'Oasis of Calm,' which would include a comfy seat and allow the user to select calming music to listen to.

Wyesham Underpass & Subway

Volunteers have carried out a painting preparation day as part of planning the new mural.

Additional CCTV Cameras

The county council, with the town council's support, will install two new CCTV cameras in the town centre, one outside WH Smith and one outside The Green Dragon.

Smart Towns

The town council are exploring how SMART towns technology can be explored as part of the placemaking plan, including how many sensors can support new projects. They are planning to host a 'Smart Towns Roadshow' for Monmouth.

New picnic area along riverside

Telephone Box in Agincourt Square

Current Activities, Plans and Projects

Vacant Property and Property Improvements

The Monmouthshire Town Centre Property Improvement Grant provides financial support for improvements to properties in a designated area of Monmouth town centre. The scheme aims to achieve an enhanced and integrated approach to physical regeneration and is funded through the Welsh Government's Transforming Towns Placemaking Grant and Monmouthshire County Council.

Church Street Quarter

The town council has secured £75,000 from the UK Shared Prosperity Fund to regenerate Church Street and White Swan Court to include improved signage, archways, advertising campaigns, shop vinyls, improved lighting and additional street furniture.

As of August 2025, the project has been substantially completed. Key outputs include a new lighting canopy, new information panels and images in White Swan Court, a family activity booklet, and a dedicated website. At the time of writing, welcome signage for the entrance is being manufactured.

This scheme improves the Church Street Quarter's identity and visitor experience while supporting the independent businesses that make this area a distinctive destination.

Policy Context

Monmouth's policy context provides essential strategic direction and alignment for this placemaking plan, it establishes the framework within which local regeneration initiatives must operate and identifies key opportunities for development.

National Policy Framework

At the national level, **Future Wales – The National Plan 2040** provides the overarching development framework, although Monmouth is not designated as a National Growth Area. However, the national plan's policies on supporting rural communities and economies, urban regeneration through public sector leadership, and affordable housing delivery offer significant opportunities to address key local challenges.

The **Well-being of Future Generations Act** establishes seven well-being goals and requires public bodies to demonstrate consideration of 'five ways of working': involvement, collaboration, integration, prevention, and long-term thinking. The Act underpins the sustainable development approach that must inform all placemaking decisions.

Planning Policy Wales (2024) puts placemaking at the heart of the planning system, requiring that all development decisions to contribute towards creating sustainable places that are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. The policy defines placemaking as a holistic approach focused on positive outcomes that promote people's prosperity, health, happiness, and well-being.

Transport policy is guided by the Wales Transport Strategy and the **Active Travel (Wales) Act 2013,** which prioritise walking, cycling and public transport through the sustainable transport hierarchy. This is particularly relevant for Monmouth given its high dependency in cars and limited public transport connections.

Welsh Government Town Centre Policy

The **Transforming Towns Programme** and associated £100m investment allocation provides direct funding opportunities for Monmouth's regeneration. Key principles include the 'Town Centre First' policy, which promotes residential development in town centres, and joining up delivery across sectors.

The **Design Commission for Wales guidance** emphasises that placemaking plans should be locally led, engage diverse stakeholders, and consider all funding opportunities beyond just public sector investment. Plans should align with broader outcomes including health and well-being, decarbonisation, and reducing inequality.

Policy Context

Regional and Local Context

At the regional level, the **Cardiff Capital Region City Deal** offers collaborative opportunities for economic development, while **Monmouthshire County Council's Comunity and Corporate Plan** prioritises social justice, enterprise and job creation, locally accessible services, and quality housing.

The emerging **Replacement Local Development Plan (2018-2033)** aims to deliver the council's core purpose to become a zero-carbon county. Key objectives include attracting younger people to rebalance demographics, addressing housing inequality, and responding to climate and nature emergencies through sustainable development.

Monmouth Town Council's Annual Report 2023 demonstrates strong local commitment to environmental initiatives (including Bee Town status), active travel improvements, community support, and cultural heritage preservation, to provide a solid foundation for collaborative delivery of this placemaking plan.

This multi-layered policy framework creates both opportunities and requirements for Monmouth's regeneration, and emphasises the focus on sustainable development, community engagement, and joined-up delivery across all levels of government and stakeholder organisations.

Climate Change and Sustainability Framework

Climate change is one of the defining challenges of our time, and Monmouth's response must reflect both national policy requirements and local opportunities. The Well-being of Future Generations Act, Planning Policy Wales, Monmouthshire County Council's declaration of a climate emergency in 2019, and Monmouth Town Council's Annual Report 2023 all establish clear expectations that planning and placemaking decisions should contribute to decarbonisation and climate resilience.

This placemaking plan integrates climate considerations throughout its proposals rather than treating sustainability as a separate issue. All projects in the plan have been designed to support Monmouth's transition to a zero-carbon future whilst adapting to the impacts climate change is already having.

Policy Context

Monmouth's Climate Opportunities

The town's unique setting provides specific opportunities for climate-positive development. The Rivers Wye and Monnow offer natural drainage systems that can be enhanced through Sustainable Urban Drainage Schemes (SUDS), while the town's compact centre supports active travel and reduced dependency on cars. Monmouth's established role as a market town creates opportunities to support local food networks and reduce transport emissions, while the surrounding countryside provides potential for renewable energy generation and carbon sequestration.

Embedded Sustainability Measures

Rather than listing generic sustainability measures, this plan ensures climate considerations are woven into each project theme. The Monnow Street improvements incorporate extensive rain gardens and SUDS to manage increased rainfall while providing biodiversity benefits. Public realm enhancements prioritise tree planting and green infrastructure that will help moderate urban temperatures while improving air quality. Transport projects focus on active travel infrastructure and electric vehicle charging to reduce emissions from the town's current dependency on cars.

All building improvements promoted through this plan will support enhanced energy efficiency and, where appropriate, renewable energy generation. The plan's emphasis on bringing empty buildings back into productive use represents a fundamental climate-positive approach: reusing existing structures rather than requiring new construction while eliminating the emissions associated with derelict buildings.

This integrated approach ensures that Monmouth's regeneration contributes positively to both local resilience and national climate goals, creating a town that is both economically vibrant and environmentally sustainable.

Key Facts and Figures

Population

Monmouth has a population of 10,300 residents across 4,700 households. The town shows a distinctive demographic pattern with higher proportions of residents aged 10-14 and 55-74 compared to the Wales average, but significantly fewer aged 20-44. This reflects a trend in young people leaving for education or work opportunities and returning in their 40s, creating an ageing population profile typical of many market towns.

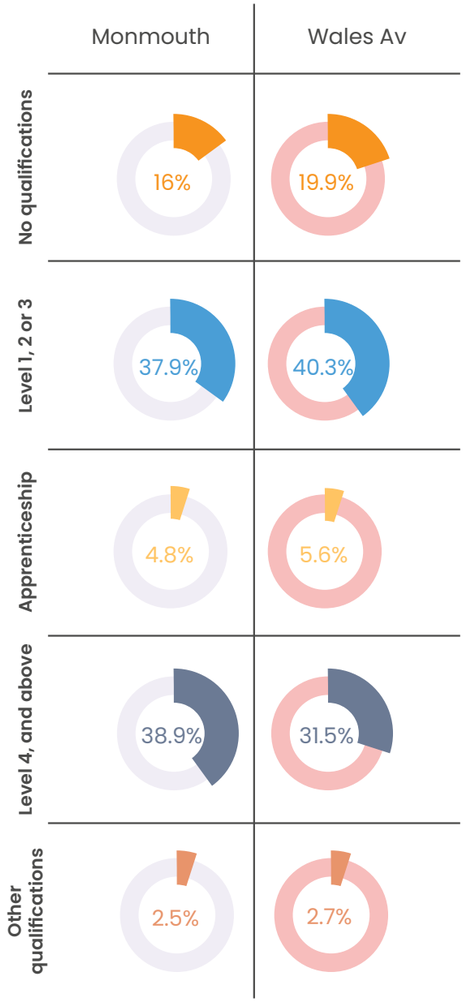
Employment

The occupational profile shows that 14.4% of working people are in managerial and professional roles, higher than the Wales average. Elementary occupations account for 11.1% (slightly above Wales average), while town centre-based sales and customer service jobs represent 7.8%, slightly below the Welsh average. This suggests a polarised employment structure with both high-skilled and lower-skilled roles.

Economic Activity

Economic activity levels mirror the Wales average, with just over half of residents in employment. However, the town demonstrates economic resilience with unemployment at 2.4% (below the Wales average of 3.1%). A distinctive pattern emerges where 74% of non-employed residents hadn't worked in the past year (nine percentage points above the Wales average), yet only 15.7% had never worked (seven percentage points below). This suggests a transitional community where residents move in and out of employment rather than facing long-term exclusion, likely reflecting the age profile, retirement patterns, and lifestyle choices typical of market towns.

Economic Activity Level	Monmouth	Wales Av
Economically Active: In Employment	52.4%	53.5%
Economically Active: Unemployed	2.4%	3.1%
Economically Inactive	45.2%	43.5%
Not Employed (worked in last 1yr)	10.1%	11.5%
Not Employed (not worked in last 1yr)	74.3%	65.4%
Not Employed (never worked)	15.7%	23.1%



Key Facts and Figures

Qualifications and Skills

Monmouth residents are well-qualified, with 38.9% holding Level 4 qualifications and above (7.4% above the Welsh average). Only 16% have no qualifications, which is 3.9% below the Welsh average. This high skill level reflects the town's appeal to professional families and its proximity to good educational institutions.

Vehicle Ownership

Vehicle ownership is high, with 43.8% of households owning one vehicle (above the Wales average of 41.7%) and 29.7% owning two or more vehicles. This reflects Monmouth's rural location and the need for private transport due to limited public transport, particularly the absence of a railway station.

Travel to Work

Monmouth shows distinctive commuting patterns with 12.3% travelling over 30km to work (double the Wales average of 5.9%), while 30.1% travel less than 10km. Notably, 26.9% work from home and 13.6% walk to work (almost double the Wales average), indicating both a willingness to commute and very local employment opportunities.

26.9%
Work From Home

0.3%
Take Train to Work

52.9%
Drive to Work

1.7%
Cycle to Work

13.6%
Walk to Work

Crime

Monmouth is among the top 10 safest small towns in Gwent. The main crime categories in the 12 months from October 2022 were violent crime, anti-social behaviour, public order offences, and shoplifting, with relatievly low incident levels. Overall crime peaked in spring 2023, with violent crime peaking in June, anti-social behaviour in March-April, and shoplifting in February.

Housing

The housing market is polarised, with 41.8% owning homes outright (above the Wales average) and house prices varying significantly across wards. Four wards are among the county's most expensive and two are among the least expensive, particularly Overmonnow. Housing stock is skewed towards 1-bedroom (10.9%) and 4+ bedroom properties (28.8%), with fewer 3-bedroom homes than the Wales average.

41.8%
Own Home Outright

Town Centre Analysis

Shopping Hinterland

Monmouth serves a significant rural catchment area, extending from Raglan to Coleford, with approximately 26,000 residents across 11,000 households. The area has a mean household income of £42,072, slightly below the county average but above the Wales average. However, nearly a quarter of households fall below 60% of the UK median income, indicating some economic challenges within the catchment area.

Business Mix and Diversity

The town centre has a varied retail and service offer, with hairdressing and beauty services leading (24 units), followed by cafés and restaurants (16 units), and fashion retailers (14 units). The long-term trend shows a decline in non-food shopping outlets and growth in service and leisure uses (food and drink and other services). In 2024, leisure uses represented 18% of occupied units. The town maintains a slightly higher proportion of multiple retailers (36%) compared to independents (64%) than the Wales average, with key anchors including Waitrose, M&S Food, and national brands concentrated along Monnow Street.

Vacancy Challenges

Vacancy rates have fluctuated significantly over two decades, peaking at 18.6% in 2023 before improving to 10% in 2024. Notable clusters of vacant properties exist around Agincourt Square, Church Street, and White Swan Court, with prominent empty buildings including the fire-damaged former Peacocks store and several former bank buildings. These vacancies contribute to reduced vibrancy in key areas and highlight the need for targeted regeneration efforts.

Town Centre Analysis

Property Market Dynamics

Despite vacancy challenges, Monmouth town centre has demonstrated stable rents and outperformed similar-sized towns in the region. Monnow Street remains highly sought-after, with strong demand for properties around 100 square metres. Smaller, ready-to-occupy units attract small businesses and start-ups, while larger properties, particularly former banks, present significant challenges and need substantial investment before they can be re-let. There is currently no established demand for office space in the town centre.

Footfall and Shopping Patterns

Pedestrian flows show the highest activity between 11am and 2pm, with peak areas being the Oldway Centre, Church Street, Waitrose, and Priory Street. The 2022 household survey revealed that 55% of residents shop weekly, with Waitrose being the most popular destination (16%) for main food shopping. However, significant non-food shopping occurs outside the county, with residents travelling to Hereford and Bristol, which represents both a challenge and an opportunity for the town centre.

The full details of our analysis are set out in the separate **Monmouth Baseline Report** which you can get emailing **mccregeneration@monmouthshire.gov.uk**.

Place Analysis

Place Analysis

The place analysis examined Monmouth's character areas, built context, transport and movement patterns, local amenities and facilities, heritage assets, green and blue infrastructure, flood risk, town gateways, parking provision and at-risk buildings and spaces to understand what makes the town special and identify where improvements are most needed.

What follows is a summary of the key findings.

Character and Context

Monmouth is strategically positioned where the Rivers Monnow and Wye meet. It is a historic market town within a wider rural hinterland of 26,000 people. The town centre, bounded by St Mary's Priory Church to the north and Monnow Bridge to the south, evolved from pre-Roman origins around a 500-metre stretch of Monnow Street that served as a gated market street for livestock trading.

Six distinctive character areas have been identified, each with unique qualities and challenges. Church Street offers an intimate pedestrianised environment with independent shops and the Savoy Theatre. The Castle Hill area contains significant heritage assets but feels disconnected from the main town centre with poor pedestrian access. Monnow Street serves as the vibrant commercial heart but is dominated by traffic and lacks quality public realm. The southern gateway around Monnow Bridge provides an attractive entrance but needs better infrastructure and wayfinding. The school quarter and leisure centre areas contribute to community life but require stronger connections to the town centre.

Built Environment and Heritage

The town centre sits within a Conservation Area that is exceptionally rich in listed buildings and historic assets. Key landmarks include:

- Monmouth Castle (birthplace of Henry V)
- The medieval Monnow Bridge
- The Grade I listed Shire Hall
- Slaughterhouse Arches
- St Mary's Priory Church.

This concentration of heritage assets within walking distance of each other and the town centre creates unique opportunities, though many suffer from poor wayfinding, limited interpretation, and inadequate connectivity. The town is nestled in a valley between the two rivers and surrounded by rolling countryside. Its topography is relatively flat, with a gentle rise towards the north.

Place Analysis

Movement and Infrastructure

Transport analysis reveals a complex picture. The A40 trunk road provides excellent strategic connectivity to major centres within an hour's drive, but creates significant barriers, particularly as it severs the town from the River Wye. The town benefits from substantial parking with 877 spaces within 400 metres of the centre, although connections between eastern car parks and Monnow Street are poor. Town centre parking capacity can be stretched on match days for local sports clubs, creating extra pressure on available spaces. Bus services operate from a central but poor-quality bus station. Active travel infrastructure is developing, with committed schemes including the Williams Field Lane to Monnow Bridge route and a proposed active travel bridge over the River Wye.

Community Assets and Services

Monmouth benefits from strong community infrastructure that reflects its role as a service centre for the wider rural area. Educational facilities include both state and private schools, making it popular with families. The recently refurbished leisure centre provides comprehensive facilities, cultural venues like the Savoy Theatre and cinema serve both residents and visitors, and the Victorian Rolls Hall houses the community hub and library. Health and social care facilities include the Monnow Vale Health and Social Care Centre, and there are plans for a new health and well-being centre close to the town centre. Green and blue infrastructure includes Chippenham Playing Fields, Vauxhall Fields, allotments, riverside areas, and direct connections to the Wye Valley National Landscape, although integration with the town centre could be improved.

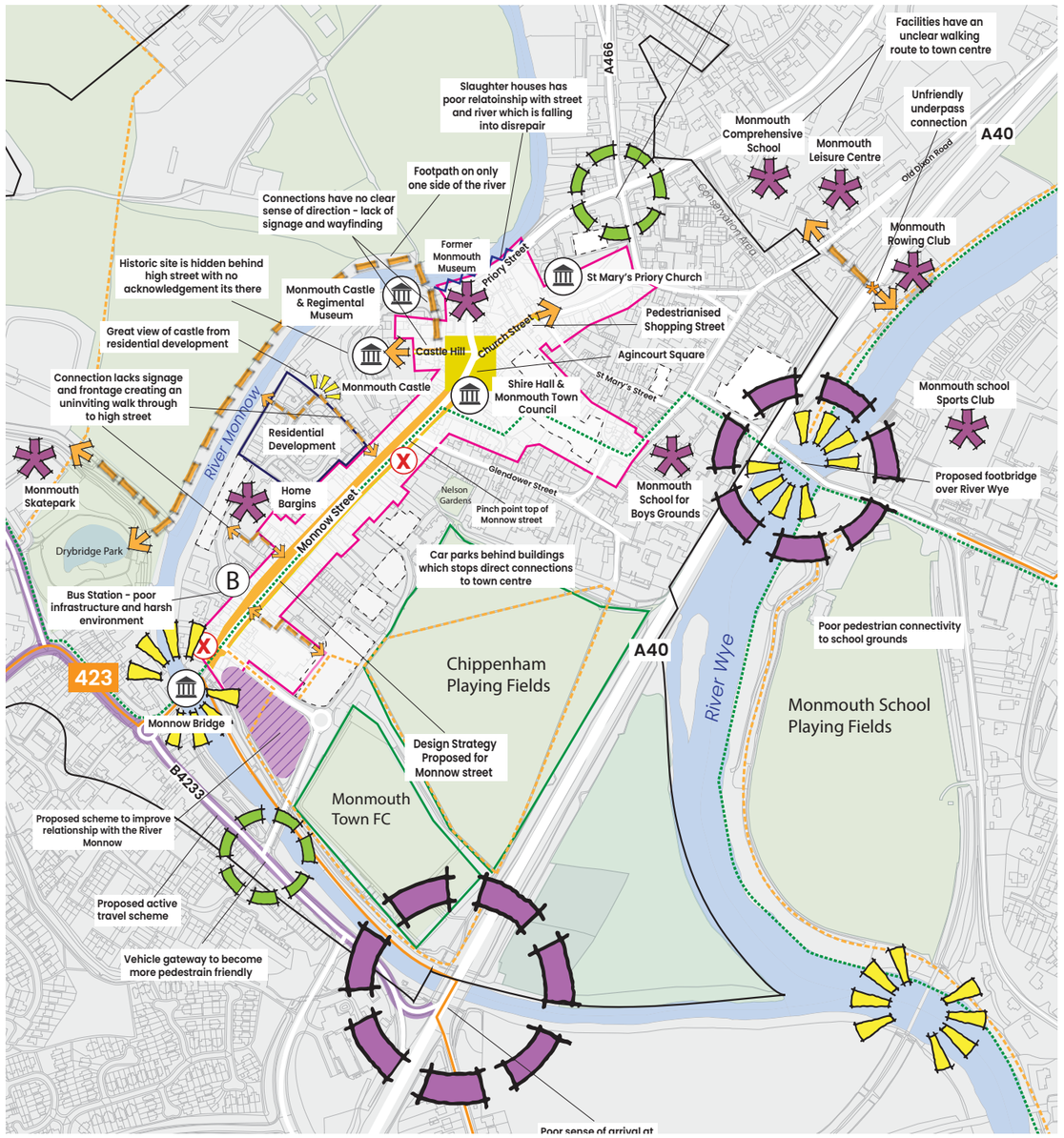
Digital Infrastructure

Monmouth's digital infrastructure presents a mixed picture of innovation and limitations. While the town was a digital pioneer - becoming the world's first 'Wikipedia town' in 2012 through Monmouthpedia and Wales' first WiFi town - much of this early infrastructure has deteriorated with limited public Wi-Fi now available beyond private businesses. Full-fibre broadband coverage remains patchy, with Openreach providing limited coverage in the town centre (though there is some availability on St Mary's Street), while alternative provider Ogi covers most residential areas but not the commercial core. Businesses on key streets like Monnow Street rely on super-fast broadband of up to 80 Mbps, which can fluctuate with usage. Mobile coverage is reasonable with 4G from all major networks and 5G from EE and Vodafone. Emerging SMART towns technology includes LoRaWAN networks that support smart recycling bins, and show potential for future Internet of Things application despite current limitations in public accessibility.

A full place analysis is available in the **Monmouth Baseline Report** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Issues and Opportunities

- Primary Gateway Improvement
- Secondary Gateway Improvement
- Conservation Area
- Historic Fields
- PROW
- National Cycle Route (423)
- Bus Station
- Key Views
- National Trail
- Town Centre
- Listed Buildings
- Vacant Building
- Key Streets for Improvement
- Pedestrian Connection Improvement
- Proposed Development Scheme
- Slaughter House Arches
- Car Parks



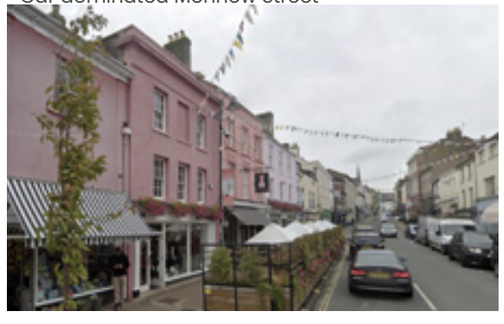
Leisure centre

Chippenham fields

Issues and Opportunities

Castle

Car dominated Monnow Street



Church Street

Slaughter House Arches, in need of revitalisation

Monnow Bridge gateway from south

Poor gateway to castle, no arrival / signage

Underpass under A40, unwelcoming and dark

Poor connection to playing fields

Poor bus station

Poor arrival public toilets, lack of gateway

The Priory, boost connection and footfall

Shire Hall

SWOT Analysis: Location

Strengths

- Strategic road connections A40, M4, M5
- Airports, mainline trains within an hour's drive
- Cities of Bristol, Cardiff, Gloucester, and Newport all within an hour's driver)
- Close to the Midlands – excellent road connectivity
- Close to countryside and nationally significant environments including Wye Valley and Forest of Dean

Weaknesses

- Disconnect from River Wye due to A40
- When A40 'not working' there's heavy congestion through the centre
- No train station, a public transport shortfall
- Not enough employment to serve the population resulting in the need to commute to work
- No train station means high levels of commuting by car

Opportunities

- Tap into tourists to the Wye Valley and Forest of Dean through facilities for canoeists, cyclists and walkers
- Improve public transport and active travel to help reduce pressure on the A40

Threats

- Increasing congestion on A40 puts people off visiting town
- Frequent and heavy delays on the M4 around Newport make commuting times to Bristol, Newport and Cardiff unpredictable

SWOT Analysis: People and Communities

Strengths

- A rural hinterland with a population of 26,000 (Raglan, Coleford, Skenfrith, Llangarron, Llangwm and Trellech)
- Both state and private schools make it a popular choice for families, unusual for a town of its size

Weaknesses

- Town's population of 10,300 declined by 200 people 2011-2022
- Small town population size – similar to Caldicot in the south of the county
- Older than average population, many yong people move away from the town when they leave school

Opportunities

- Growth in people moving into the area in their 40s and when they retire

Threats

- Not a national growth area for Wales (National Plan)

SWOT Analysis: Skills and Economy

Strengths

- Unemployment below average
- Higher skills and more qualified population reflected in more managerial and professional occupations

Weaknesses

- Slightly less economically active than average (reflecting numbers of retirees)
- Town centre-based jobs such as in sales and customer service slightly below average
- Double the Wales average commute over 30km (12.3%)

Opportunities

- 27% work mainly from home
- 14% walk to work: double the Wales average

Threats

- Higher vehicle ownership leads to higher mobility and access to out-of-town activities
- High levels of commuting, puts pressure on the road network and has a negative impact on climate emergency

SWOT Analysis: Community

Strengths

- Higher than average 4 and 1-bed homes
- Residents rate their health as very good to good
- Monmouth is among the top 10 safest small towns in Gwent for recorded crime
- Emergency services, including police, fire, and ambulance available to ensure public safety

Weaknesses

- Inequality: parts of Overmonnow ranked as most deprived in the county

Opportunities

Threats

- High house prices: 4 wards among the 10 most expensive in the county

SWOT Analysis: Shopping and Leisure

Strengths

- Waitrose most popular for main food shopping across rural hinterland
- Monnow Street: is the key shopping and leisure destination, a third of visits for top-up food shopping followed by meeting family and friends for a coffee and shopping for non-food items
- Local leisure facilities are well-used by locals: Savoy Theatre and cinema, and Monmouth Leisure Centre

Weaknesses

- Top-up shopping, out-of-centre Co-op on Rockfield Road has the largest share
- A significant portion of comparison goods shopping is done outside the county (Hereford and Bristol Cribbs Causeway) or online
- Larger cultural activities often draw residents to Cardiff, Hereford, and Bristol

Opportunities

- Changing consumer preferences mean the town could cater for more leisure and shopping experiences

Threats

- Out of town spending because residents have good mobility and work in nearby towns and cities

SWOT Analysis: Activity

Strengths

- Proactive town council undertaking and supporting activities and events, environmental stewardship, wellbeing, and cultural and heritage enhancements
- Range and activity of community groups, particularly around town centre regeneration and environmental themes
- Numerous recreational facilities, including sports centres, parks, and community centres, which support a vibrant and active community life

Weaknesses

Opportunities

- Building long-term sustainability, skills and activity around community organisations and volunteering

Threats

SWOT Analysis: Movement and Infrastructure

Strengths

- Significant quantity of parking within walking distance of the town centre
- Bus station in the town centre
- Daytime bus links to nearby towns and cities: Abergavenny, Ross on Wye, Hereford, Chepstow, Newport
- Compact and walkable town centre with good access to adjoining parks and leisure facilities
- Many people walk to work: twice the Wales average
- Recent investment and application of SMART towns technology, LoRaWAN gateways and smart bins

Weaknesses

- Pinch point at Monnow Street and/ Agincourt Square
- High-traffic environment on Monnow Street
- No train station
- Infrequent bus service and no long-distance coach services
- A40 makes town centre easy to bypass
- Poor signage, information and way-marking with national trails
- No fast fibre broadband in most of the town centre

Opportunities

- A number of already designed and adopted improvement schemes are ready to be implemented such as the Monnow Street, active travel improvements including a new bridge over the River Wye
- Ambitions for further investment in and application of SMART towns technology

Threats

- Higher than average levels of car ownership and longer than average commuting distances make other towns and cities accessible

SWOT Analysis: Public Realm

Strengths

- High-quality and attractive historic centre
- Car parks easy to see from the south
- Visible and attractive Monnow River environment
- Historic elements such as castle, regimental museum, town hall, Priory, Shire Hall, Monnow Bridge, Slaughterhouse Arches

Weaknesses

- Poor southern gateway dominated by petrol station
- Blestium Street offers poor visitor arrival experience
- River frontage not fully appreciated or exploited: large area of River Monnow blighted by Home Bargains car park
- Poor links from northern Blestium Street car parks to centre
- Some historic features are tucked away with poor wayfinding such as the Slaughterhouse Arches, castle and regimental museum, Nelson's Garden
- Cattle market car park market is generally of a poor quality and small in size
- Bus station offers poor visitor arrival experience
- Monnow Street has conflicts between vehicle, pedestrian and cycle use and other uses such as poor quality of public realm and poor surface water management, clutter
- A number of historic buildings at risk of further physical decay

Opportunities

- A number of already designed and adopted improvement schemes are ready to be implemented such as the Monnow Street, Church Street signage and lighting, and the river-front area adjacent to Blestium Street
- New and direct pedestrian links from Monnow Street to car parks
- Improvements to southern gateway: to include gateway of Cinderhill Street and new town access road bridge
- Exploit and enhance river frontage, river-front scheme and to the edge of Home Bargains car park with potential for circuit from Monnow Bridge through to the Slaughterhouse Arches
- Additional footbridge crossing point, from skate park car park to bus station linking to the Slaughterhouse Arches: open up river-front access for arts, crafts, workshops, stalls
- Creation of a gateway at Priory Street, Dixton Road and Monk Street
- Better and integrated way-marking of historic assets

Threats

- Out-of-town spending because residents have good mobility and work in nearby towns and cities

SWOT Analysis: Mix of Uses

Strengths

- Diverse and varied offer
- Hairdressing, health and beauty one of the largest indicating a strong presence and demand for personal care services
- Cafes, restaurants and fast food outlets reflect a vibrant food and drink sector and show the importance of day and evening dining options
- Fashion and general clothing shops show the town centre is hlights a traditional shopping destination
- Range of non-retail uses include the town council offices, Shire Hall and museum, a library, educational establishments, a doctor's surgery, churches, chapels, private sector offices, and residential dwellings
- Strong brands and anchor retailers: Waitrose, M&S Food, White Stuff, Fat Face and Joules

Weaknesses

- Declining shopping role shown by the long-term decrease in comparison outlets and an increase in service and leisure outlets

Opportunities

- Multiple retailers continue to be attracted to Monnow Street near Waitrose and M & S Food

Threats

- Varied retail offer remains strong compared with other towns but also more vulnerable to national trends

SWOT Analysis: Property Vacancy

Strengths

- Following a peak of 18% in 2023 rates dropped to 10% in 2024
- The town centre has maintained stable rents, outperforming other similar-sized towns in the region where the level of rents have declined

Weaknesses

- Fluctuating vacancy rates reflecting unstable economic cycles over 20 years
- Cluster of empty properties around Agincourt Square, Church Street and White Swan Court
- Prominent empty properties on Monnow Street including the fire-damaged former Peacocks store and former banks
- Little or no demand for office space

Opportunities

- Develop good-quality 100sqm units with low fit out costs that are attractive to small businesses and start-ups willing to take a risk

Threats

- Larger properties, especially former banks requiring significant refit or remodelling present challenges for re-letting without significant investment and support

SWOT Analysis: Identity

Strengths

- Historic shopping market town
- Featured in The Times' list of top ten places to live in the UK
- Historical landmarks such as Monmouth Castle, the birthplace of Henry V, and the medieval Monnow Bridge, the only remaining fortified river bridge in Britain, act as draws for tourism.
- Historical connections to Henry Rolls, Chartist Trials, Nelson, Charles Rolls and Rockfield Studio
- Natural environment and outdoor activity including the town's location on the River Monnow and River Wye and its proximity to the Wye Valley Area of Outstanding Natural Beauty, which is a major draw for nature enthusiasts and walkers

Weaknesses

Opportunities

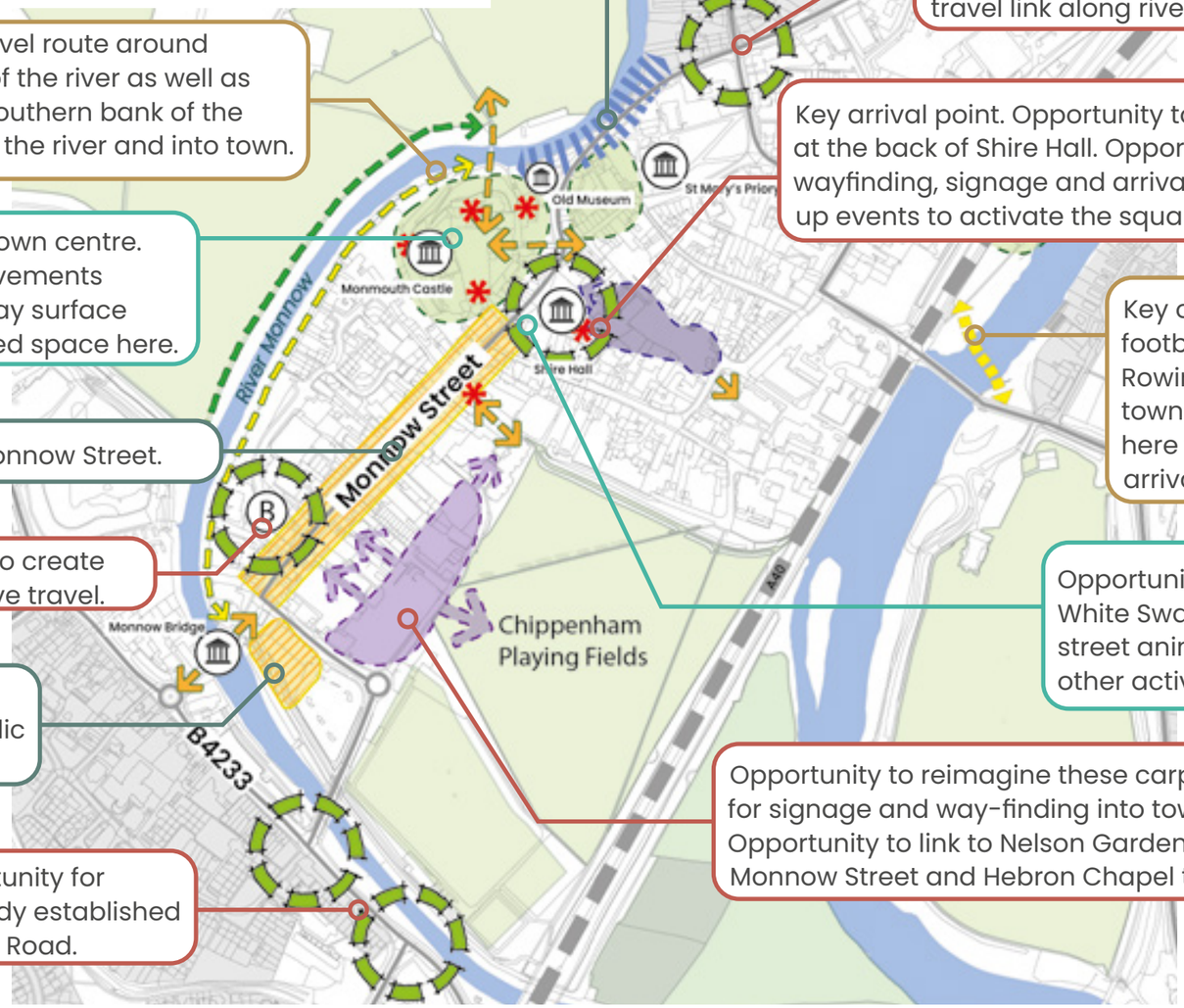
- Growth of the town's green and sustainability credentials
- Current revision of the Monmouthshire Destination Marketing Strategy

Threats

- Long term decline of well-known events such as Monmouth Festival, although new events and festivals are starting to become part of the town-centre scene

Challenges and Opportunities

Through a mix of local and strategic conversations, analysis of useful data and other information about Monmouth we can identify its key challenges and opportunities for the community, local businesses and other groups and organisations.



Slaughterhouse Arches. Opportunity for active riverfront. Restore arches and bring activity to this area. Improve footways and address access concerns.

Opportunity for junction improvements. Key link to school. Opportunity to link to arches to provide active travel link along river and to pedestrian bridge.

Fully integrate footbridge into the active travel route around Monmouth. Link into existing paths to north of the river as well as the opportunity to create a path along the southern bank of the river. Opportunity to fully link footways along the river and into town.

Key arrival point. Opportunity to integrate this area creating an arrival at the back of Shire Hall. Opportunity to integrate Beaufort Square, wayfinding, signage and arrival art. Opportunity for markets and pop-up events to activate the square and promote links to castle.

Fully integrate castle and grounds into the town centre. Address issues finding the castle and improvements along Castle Hill to Agincourt Square. Highway surface treatments are creating a pedestrian focused space here.

Key opportunity to link into pedestrian footbridge project over the River Wye. Links to Rowing Club and to the south and east of the town centre. Opportunity for a water gateway here which will link with footbridge and create arrival for boats. ' Town on Two Rivers' theme.

Committed project to improve Monnow Street.

The bus station is an opportunity to create a sense of arrival and links to active travel.

Opportunity to link to Church Street and White Swan Court. Opportunity for signage, street animation events, pop-up shops and other activities to encourage footfall here.

Previously developed proposal for riverside public space at Blestium Street.

Opportunity to reimagine these carparks as arrival spaces. Opportunity for signage and way-finding into town and Chippenham Fields. Opportunity to link to Nelson Gardens and via planned works to 20-22 Monnow Street and Hebron Chapel to create routes through to town.

Key arrival point at edge of town. Opportunity for signage and way finding. Links into already established active travel improvements on Rockfield Road.

What Stakeholders Told Us

Local stakeholders - including business owners, community groups, schools, and resident representatives - provided crucial insights that shaped the direction of this placemaking plan. Through dedicated workshops and walkabouts, they identified what makes Monmouth special and where improvements are most needed.

Monmouth's Unique Assets

Stakeholders consistently highlighted Monmouth's exceptional heritage cluster, with the Castle, Shire Hall, Slaughterhouse Arches, and St Mary's Priory creating a concentration of historic assets within walking distance that few towns can match. The town's location between two rivers was seen as a defining characteristic, though one that's currently underexploited.

The strong sense of community emerged as a fundamental strength, with active participation from local organisations, churches and sports clubs. Events like the annual youth rugby tournament were identified as presenting "massive opportunities" to draw more people into the town centre.

Critical Challenges

Connectivity and Wayfinding: Poor signage to key attractions like the castle and inadequate connections between different areas of the town centre were identified as major barriers. Stakeholders noted that visitors often struggle to find heritage sites or understand how different areas connect.

Fragmented Markets: The split market arrangement between different locations was seen as undermining Monmouth's potential as a market town, with calls for consolidation to create a more vibrant, bustling atmosphere with "at least 25 to 30 stalls."

Youth Appeal: Stakeholders expressed concern about the lack of facilities and attractions for younger people, contributing to an outflow of young residents. This was seen as threatening the town's long-term sustainability.

Public Realm Issues: Building maintenance problems, particularly above ground level on Monnow Street, and inadequate spaces for sitting or dwelling were highlighted as detracting from the town's appeal.

What Stakeholders Told Us

Key Opportunities

Stakeholders identified the **Slaughterhouse Arches** as having exceptional potential to become a unique destination, while the **Shire Hall** was seen as a catalyst that could drive footfall to the upper town and support market activity in Agincourt Square.

The **underutilised river-front** along both the Wye and Monnow was highlighted as offering significant opportunities for enhancement, with suggestions for everything from water-sports facilities to better pedestrian connections.

Transport connectivity improvements, particularly addressing the challenging bus journey times and exploring better regional connections, were seen as essential to support the town's role as a service centre for the wider rural area.

These stakeholder insights directly informed the plan's vision and five delivery themes and helped identify which projects would best be able to address Monmouth's challenges while building on its unique strengths.

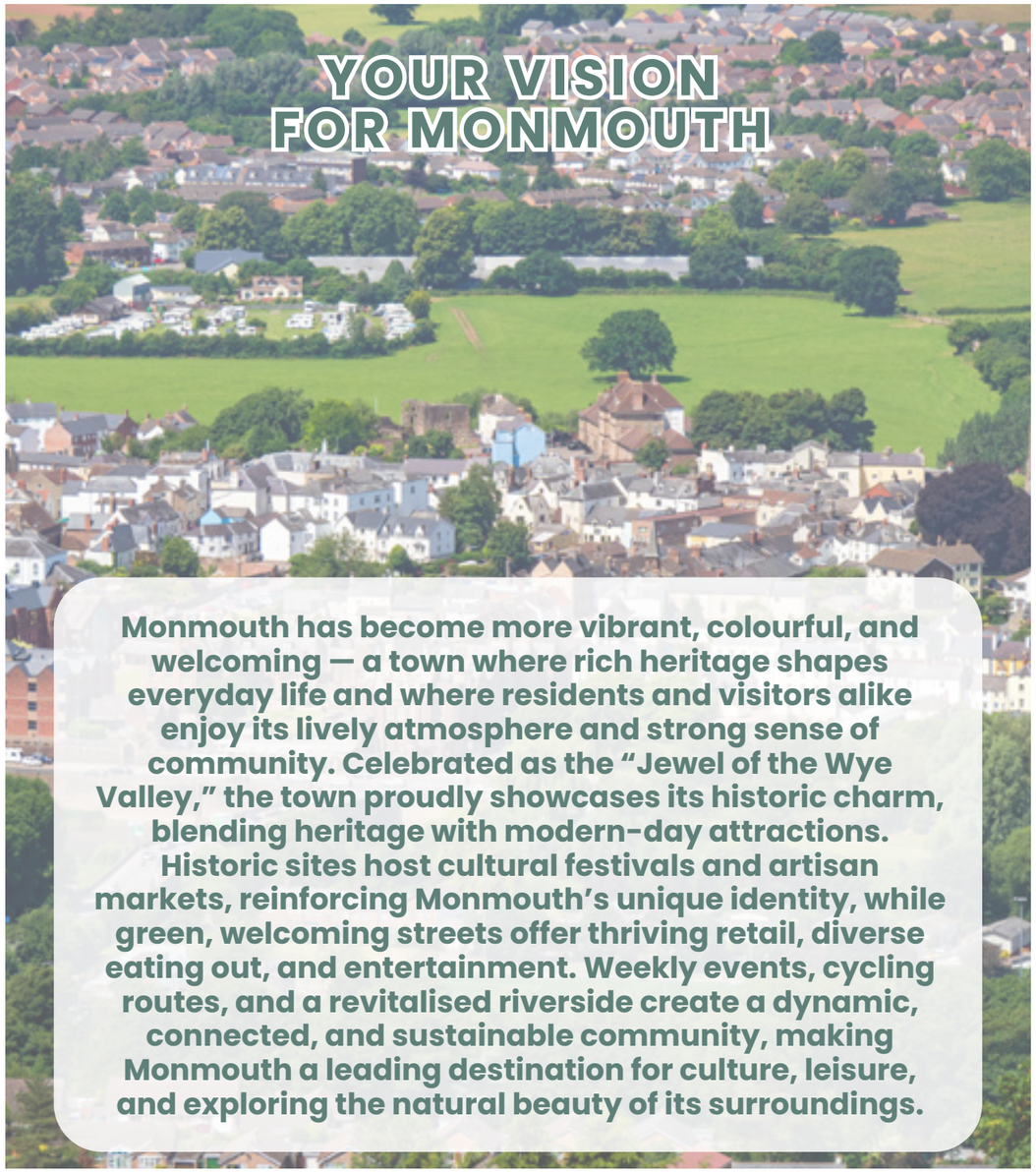
Your Vision for Monmouth's Future

Your Vision for Monmouth's Future

This section sets out an ambitious but achievable vision for what Monmouth town centre could become: more vibrant, colourful, and welcoming - a place where rich heritage shapes everyday life and where residents and visitors alike enjoy its lively atmosphere and strong sense of community. Rather than being developed in isolation, this vision has emerged directly from extensive consultation with local people - from informal conversations in the street to formal workshops with community groups and businesses.

The vision reflects the shared hopes and aspirations we heard repeatedly during our engagement, centred around five key themes: making a better welcome to the town; celebrating our history and rivers; creating a lively town centre; building community spirit; and ensuring Monmouth is future-ready and well-managed.

This isn't about imposing change from outside but about capturing and coordinating the energy and ideas that already exist within the community, creating a common direction that everyone can work towards.



Your Delivery Goals

To realise this vision, we have identified five key goals that emerged from extensive community consultation

1 Creating a Lively Town Centre

Monmouth's streets and squares will be welcoming, inclusive places where people want to spend time, with thriving businesses and regular activities.

2 Celebrating our History and Rivers

Monmouth will showcase its unique heritage and riverside identity, with well-connected historic landmarks and improved access to both rivers.

3 Building Community Spirit

Monmouth will have a strong sense of community, with residents actively shaping the town's future and inclusive spaces for all ages.

4 Making a Better Welcome

Monmouth will be easier and more pleasant to arrive in, with attractive gateways and intuitive wayfinding that reflect the town's character.

5 Future-Ready and Well-Managed

Monmouth will be equipped for future generations through smart sustainable approaches and coordinated management.

Your Supporting Objectives

Supporting objectives explain how the plan's vision—guided by its overarching Goals—is delivered in practice:

Goal 1: Creating a Lively Town Centre

Make Monnow Street, Church Street, and Agincourt Square more welcoming places where people want to spend time, while tackling vacancy and supporting new businesses.

Supporting Objectives:

1.1 Gateway Enhancement: To create attractive, well-signposted gateways that clearly announce arrival in Monmouth and reflect the town's character.

1.2 Wayfinding and Navigation: To ensure visitors can easily and intuitively navigate from arrival points to key destinations in the town centre.

1.3 Universal Accessibility: To make the town centre welcoming and accessible for people of all ages and abilities.

1.4 Maintenance Standards: To establish and maintain high standards of cleanliness, upkeep and enforcement across all public spaces.

Goal 2: Celebrating Our History and Rivers

Prioritise improvements in Monmouth's historic heart and embrace the town's identity as a 'Town on Two Rivers' by improving access to heritage assets and waterways.

Supporting Objectives:

2.1 Heritage Connectivity: To create clear, attractive, pedestrian and cycle links between Monmouth's key historic landmarks.

2.2 Riverside Access: To improve public access to and enjoyment of the Rivers Wye and Monnow as community assets.

2.3 Heritage Interpretation: To bring Monmouth's history to life through engaging storytelling and interpretation.

2.4 Historic Asset Activation: To ensure heritage buildings and sites are actively used and contribute to the town's vibrancy.

Your Supporting Objectives

Goal 3: Building Community Spirit

Strengthen Monmouth's community life by enabling more people to shape the town centre's future and creating inclusive spaces for all.

Supporting Objectives:

3.1 Community Programming: To support regular community-led events, festivals and activities that celebrate local identity.

3.2 Inclusive Gathering Spaces: To provide welcoming spaces where people of all ages can meet, socialise and feel they belong.

3.3 Youth Engagement: To create opportunities and spaces that specifically appeal to young people and families.

3.4 Community Ownership: To enable residents and community groups to actively participate in shaping and managing town centre initiatives.

Goal 4: Making a Better Welcome

Make it easier and more pleasant for people to arrive in Monmouth — whether by car, bus, bike or on foot — by improving the look and feel of key arrival points.

Supporting Objectives:

4.1 Flexible Event Spaces: To create attractive, adaptable public spaces that can accommodate markets, performances and community events.

4.2 Vacancy Reduction: To achieve a vibrant town centre with minimal long-term vacancy through targeted support and intervention.

4.3 Business Diversity: To attract and retain a diverse mix of independent businesses, services and community uses.

4.4 Evening Economy: To establish Monmouth as an attractive evening destination with quality dining, entertainment and cultural offerings.

Your Supporting Objectives

Goal 5: Future-Ready and Well-Managed

Equip Monmouth to thrive for future generations through smart, sustainable technologies, coordinated town centre management, and green infrastructure that enhances everyday life.

Supporting Objectives:

5.1 Smart Technology Integration: To implement digital solutions that enhance visitor experience, business support and operational efficiency.

5.2 Environmental Resilience: To future-proof the town centre against climate change through green infrastructure and sustainable practices.

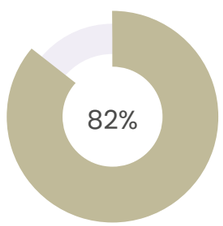
5.3 Digital Connectivity: To ensure excellent digital infrastructure supports businesses, residents and visitors.

5.4 Coordinated Management: To establish effective partnerships and systems for ongoing town centre management and improvement.

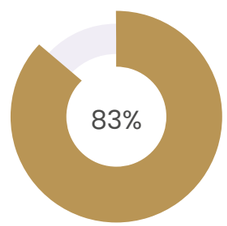
Your Plan for Monmouth

Your Plan for Monmouth

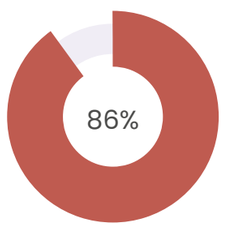
A clear vision is just the starting point: this section focuses on how we turn that vision into action. . It begins by summarising how the community responded to our initial proposals through the March 2025 consultation, showing how this feedback directly shaped our final approach. It then outlines the overarching strategy for Monmouth town centre, breaking it down into key themes and practical projects that will have the biggest impact. It also recognises that we're not starting from scratch - existing projects already in the pipeline or previously approved form part of this coordinated approach. This section focuses on what needs to be done to transform Monmouth, while the following section addresses how it will be delivered.



Improvements to Church Street



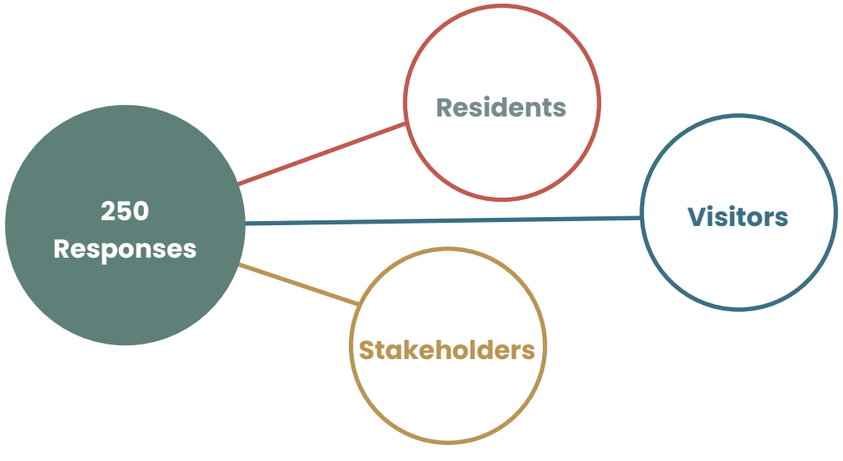
Market Consolidation



Heritage and Culture Focus

Community Response to the Draft Plan

Before setting out our delivery approach, it's important to explain how the community responded to our initial proposals. The comprehensive public consultation in March 2025 was crucial in validating our vision, identifying which projects had the strongest community support, and refining how they should be implemented. This feedback, from 250 residents, visitors, and stakeholders, directly shaped the prioritisation and design of the projects outlined in this section.



Strong Community Support

Heritage and Culture Focus: The community strongly endorsed the plan's heritage-focused approach, with **86%** supporting "Celebrating Our History and Rivers" and **84%** backing the Slaughterhouse Arches proposals. Many saw this as a potential game changer that could become a major new attraction for the town.

Church Street Improvements: The independent quarter enhancement received overwhelming support (**82%** agreement), with respondents praising the area's potential to become a distinctive heritage shopping area. However, building maintenance and enforcement emerged as essential prerequisites.

Market Consolidation: Strong consensus emerged for bringing Monmouth's fragmented markets together in Agincourt Square (**83%** support), with many noting the current split arrangement lacks impact and calling for a unified market venue with higher quality local produce.

Your Plan for Monmouth

Clear Priorities Emerged

Vacant Properties as Top Priority: An overwhelming **55%** of respondents identified addressing vacant properties as their most important priority, followed by the Slaughterhouse Arches (**41%**) and Church Street improvements (**30%**). This confirmed stakeholder insights about the impact of empty buildings on the town's appeal.

Practical Infrastructure Needs: There was strong support for bus station improvements (**73%** agreement) and enhanced public facilities, particularly better toilet facilities at Blestium Street (**80%** support for improvements).

Community Concerns and Refinements

Traffic and Accessibility: Mixed views on gateway proposals revealed significant concerns about traffic flow and accessibility. Only **55%** supported Cinderhill Street improvements and **48%** supported Dixton Road changes, with many citing worries that road narrowings would affect emergency vehicles, school traffic, and disabled access.

Better Basics: Consistent themes emerged about addressing fundamentals first - road repairs, street cleaning, weed removal, and building maintenance - before pursuing new projects. Many emphasised the importance of getting the basics right.

The full findings of the public consultation phase are analysed in a separate **Monmouth Consultation Report** which you can get by emailing **mccregeneration@monmouthshire.gov.uk**.

Your Plan for Monmouth

How This Shaped Our Final Approach

The consultation feedback directly informed the delivery strategy and project prioritisation that follows. Key changes included:

Youth and Intergenerational Focus: Recognition that young people's needs received the poorest rating in current provision led to strengthening intergenerational elements across multiple projects, from market activities to community spaces. Enhanced focus on family-friendly facilities and activities ensures the town centre works for all generations.

Project Prioritisation: Community support was an important factor in determining which projects should take priority. The clear community preference for addressing vacant properties and strong support for heritage projects provided crucial guidance for sequencing interventions.

Enhanced Place Management Focus: The emphasis on addressing fundamentals first - street cleaning, weed removal, and building maintenance - led to a stronger focus on place management activities and easy wins that deliver immediate visible improvements.

Core Town Centre Emphasis: Community feedback reinforced the importance of focusing resources on the heart of Monmouth - Monnow Street, Church Street, and Agincourt Square - rather than dispersing efforts across multiple gateway locations.

Gateway Refinements: Traffic concerns led to more careful consideration of road narrowing proposals, with greater emphasis on pedestrian safety improvements rather than significant highway changes in the final project designs.

Phased Implementation: Strong support for the Slaughterhouse Arches combined with recognition of practical challenges resulted in a realistic phased approach starting with essential repairs before enhancing visitor facilities.

Enhanced Accessibility Focus: Concerns about current accessibility challenges informed strengthened accessibility requirements across all public realm proposals.

Spatial Priorities

Monnow Street and Blestium Street

Monnow Street and Blestium Street are at the core of Monmouth's regeneration efforts with previous studies and consultations having produced a series of approved schemes. The Monnow Street Reimagined Project has the potential to transform this key commercial area into a vibrant, pedestrian-friendly space, featuring wider footways, landscaping, and areas for outdoor seating. The design incorporates sustainable elements such as rain gardens and tree planting, improving the street's overall appearance while promoting active travel and sustainability. Blestium Street and the riverside area proposals create a strong civic space, improved accessibility to and from the River Monnow and improved landscaping. These improvements include reducing traffic dominance, increasing pedestrian accessibility, and creating new seating areas and events and performance spaces alongside the river.

Town Gateways

Monmouth's key gateways, particularly at the edge of town, are vital in creating the right first impressions. There is a clear opportunity to enhance these entrances with improved signage, wayfinding, landscaping and potentially artworks that define the character and heritage of the town. This should be linked with existing and proposed active travel improvements, including the new footbridge over the River Wye. This bridge enhances connectivity with the town's outer neighbourhoods and improves links to Offa's Dyke Path, making the town a strong hub for active travel and tourism. The plan will also explore options to improve existing footbridges and create pathways along the River Monnow, connecting the town to Rockfield and other key locations.

Castle Hill and Church Street Area

Monmouth's heritage and cultural cluster - which includes the castle, regimental museum, Shire Hall, market hall, Savoy Theatre, St. Mary's Priory, and Slaughterhouse Arches—forms an exceptional group of attractions within the town centre. The Blake Theatre is also found just off Glendower Street, adding to the arts and cultural scene. Despite these assets being within minutes of each other, they currently lack a strong sense of connectivity. The placemaking plan seeks to improve wayfinding, interpretation, and activity programming in this area, helping to bring these spaces to life and create a cohesive cultural experience. The Church Street area, with its charming, pedestrianised street and courtyards, offers great potential to enhance the independent shopping experience and its social spaces.

Major museum investments and a new visitor offer at the Shire Hall have the potential to act as a catalyst for change in this area. They will encourage more footfall and create greater opportunities for regular markets and activities in Agincourt Square, boosting the energy and vibrancy of the area - providing a reason to be drawn up through Monnow Street. The interpretation of the new museum will also encourage visitors to explore the town centre's heritage, rivers and stories.

Town Centre Arrival

Whether arriving by bus or car, walking or wheeling, Monmouth's main arrival points need to be welcoming and user-friendly. Improvements to the bus station and car parks will focus on maximising their use through better quality spaces, clear signage, and direct, intuitive links to Monnow Street and the town's wider heritage and cultural cluster at the top of the town centre. As the Monnow and Wye rivers are central to Monmouth's identity, there are also opportunities to improve the waterborne gateways for visitors arriving by canoe and other craft, further integrating the town with its natural surroundings.

Prioritisation Framework

The following section details the proposed placemaking projects by theme. Some are illustrated with more developed plans and drawings, others with the use of precedent images to give examples of what physical implementation could look like.

The Prioritisation Process

The placemaking plan has also applied a prioritisation process that has helped the local steering group consider what the initial focus should be, accepting that some larger projects will take time to develop and implement. The main aim of this process has been to assess and organise projects and proposals in the placemaking plan in a consistent way that ensures they align with Monmouth's vision, goals and objectives, while also considering feasibility, impact and deliverability.

Before projects were assessed they were defined by their type, as shown below:

Project Type	Definition
Strategic and Enabling	Studies, partnerships, governance, or marketing strategies.
Operational and Programme	Events, wayfinding, pop-ups, enterprise support, digital platforms.
Capital Infrastructure	Public realm, buildings, streetscape, or mobility improvements.

The following process was then applied:

1. Impact

Does the project directly support one or more of the plan's nine objectives?

2. Community and Stakeholder Support

Has the project been supported through consultation? Is there strong community or partner backing?

3. Project Readiness

Has the project been the subject of feasibility or design development work? Has there been an appraisal of any likely statutory consents that need to be secured? Are there any land assembly or other physical issues that need to be overcome?

4. Funding Pathway

Are potential funding sources identified, for example WG Transforming Towns Fund, UKSPF, Heritage Fund, MCC capital, grants, private investment?

5. Indicative Costs

What are the estimated costs?

6. Lead Organisation and Management

Who would manage or lead the project , for example Monmouthshire County Council, Monmouth Town Council, community group, private sector, partnership?

Strategic and Enabling Projects

Goal	Project and Priority	Activity	Costs
Celebrating Our History and Rivers	**Market Hall Mixed-Use Development**	Develop market hall as sustainable mixed-use venue with arts and culture hub, café, and multi-generational community spaces, including youth-friendly facilities with shelter and Wi-Fi	£
	Comprehensive Wayfinding Strategy amd Heritage Trail Strategy	Install a unified wayfinding system connecting car parks, attractions and key destinations, integrated with heritage trail development and interpretation boards, using for exploring the improved Shire Hall as the central heritage hub and starting point for exploring the town	£
	Slaughterhouse Arches Feasibility Study	Conduct a feasibility study for future development options alongside essential repairs to determine viable approaches to create accessible riverside destination	£
Creating a Lively Town Centre	**Enforcement Protocols for Building Maintenance**	Develop systems to address persistent maintenance issues and deteriorating building conditions	£
	Flexible Workspace Development	Encourage workspaces that support new businesses, start-ups and social enterprises	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Strategic and Enabling Projects

Goal	Project and Priority	Activity	Costs
Building Community Spirit	**Indoor Community Spaces Creation**	Explore opportunities within developments like the market hall for multi-generational community facilities	£
	Community Spaces and Organisation Support Programme	Support community groups in bringing empty spaces back into use for local services whille creating sheltered community spaces that include youth-friendly facilities, ensuring all spaces serve both organized community activities and informal gathering	£
Future-Ready and Well-Managed	**Regular Public Space Maintenance Standards**	Establish ongoing maintenance schedules and quality standards for sustained improvements	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Operational and Programme Projects

Goal	Project and Priority	Activity	Costs
Making a Better Welcome	Annual Deep Clean Programme	Thorough cleaning and refresh of public facilities, planters, walkways, street furniture and signage	£
	Visual Environment Improvement Programme	Comprehensive decluttering of unnecessary street furniture and coordinated town-wide signage audit to promote heritage routes and facilities while reducing visual clutter	£
Creating a Lively Town Centre	Coordinated Shop Frontage Improvements	Provide grants and design guidance to enhance the visual appeal of key shopping areas	£ £
	Strategic Vacant Property Improvements	Target prominent empty buildings on Church Street, Agincourt Square and Monnow Street, particularly former banks and strategic locations	£ £
	Pop-up Shop Programme	Promote temporary uses in empty shops to test ideas and build business confidence	£ £
Building Community Spirit	Agincourt Square Markets and Events Programming	Establish regular consolidated traditional-style market in Agincourt Square with supporting infrastructure (power, seating, event facilities) and coordinate with larger signature heritage, arts, culture and environmental events throughout the year	£
	Community-Led Activity Support	Support community groups in developing regular programming rather than one-off events	£

High Priority | Medium Priority | Low Priority

£ <£100k | ££ £100k to £1m | £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Making a Better Welcome	**Blestium Street Public Realm Scheme**	Improve arrival experience at southern entrance with enhanced public realm and facilities (approved scheme)	£ £ £
	Bus Station Improvements	Redesign station with upgraded shelters, real-time information, pedestrian and cycle priority, landscaping and public art	£ £
	Glendower Street and Shire Hall Arrival Space	Improve pedestrian environment and wayfinding connecting Glendower Street area to heritage attractions	£
	Cinderhill Street Gateway Enhancement	Create welcoming entrance from A40 with improved roundabout design, pedestrian and cycle infrastructure, landscaping and welcome signage	£ £ £
	Dixton Road Gateway	Enhance northern entrance with road narrowing, landscaping, pedestrian priority crossings and gateway signage	£ £
Celebrating Our History and Rivers	**Shire Hall Museum and Cultural Centre**	Transform historic building into new museum with Admiral Lord Nelson collection, galleries, learning spaces and community areas	£ £ £
	Slaughterhouse Arches	Undertake structural repairs, conservation work and address immediate safety and maintenance issues at Grade II* listed arches	£ £ £

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

Goal	Project and Priority	Activity	Costs
Celebrating Our History and Rivers	River Wye Gateway	Create welcoming riverside arrival point with enhanced connections to town centre	£ £
	Historic Castle Quarter Enhancement	Improve access, signage and wayfinding to Monmouth Castle from Agincourt Square, with enhanced pedestrian routes and information	£
	Integrated Digital Heritage and Visitor App	Develop comprehensive app combining augmented reality heritage experiences with practical visitor information (businesses, events, parking, transport)	£ £
Creating a Lively Town Centre	Monnow Street Reimagined	Transform Monnow Street into a people-focused environment with wider pavements, outdoor seating areas, improved planting and enhanced public realm (approved scheme)	£ £ £
	Church Street Independent Quarter Enhancement	Build on approved welcome arches and lighting with coordinated signage, decluttering, and support for independent businesses	£
	Pedestrian Connectivity Improvements	Create new pedestrian routes connecting eastern car parks to Monnow Street, particularly accessing upper Monnow Street areas	£ £

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Capital Infrastructure Projects

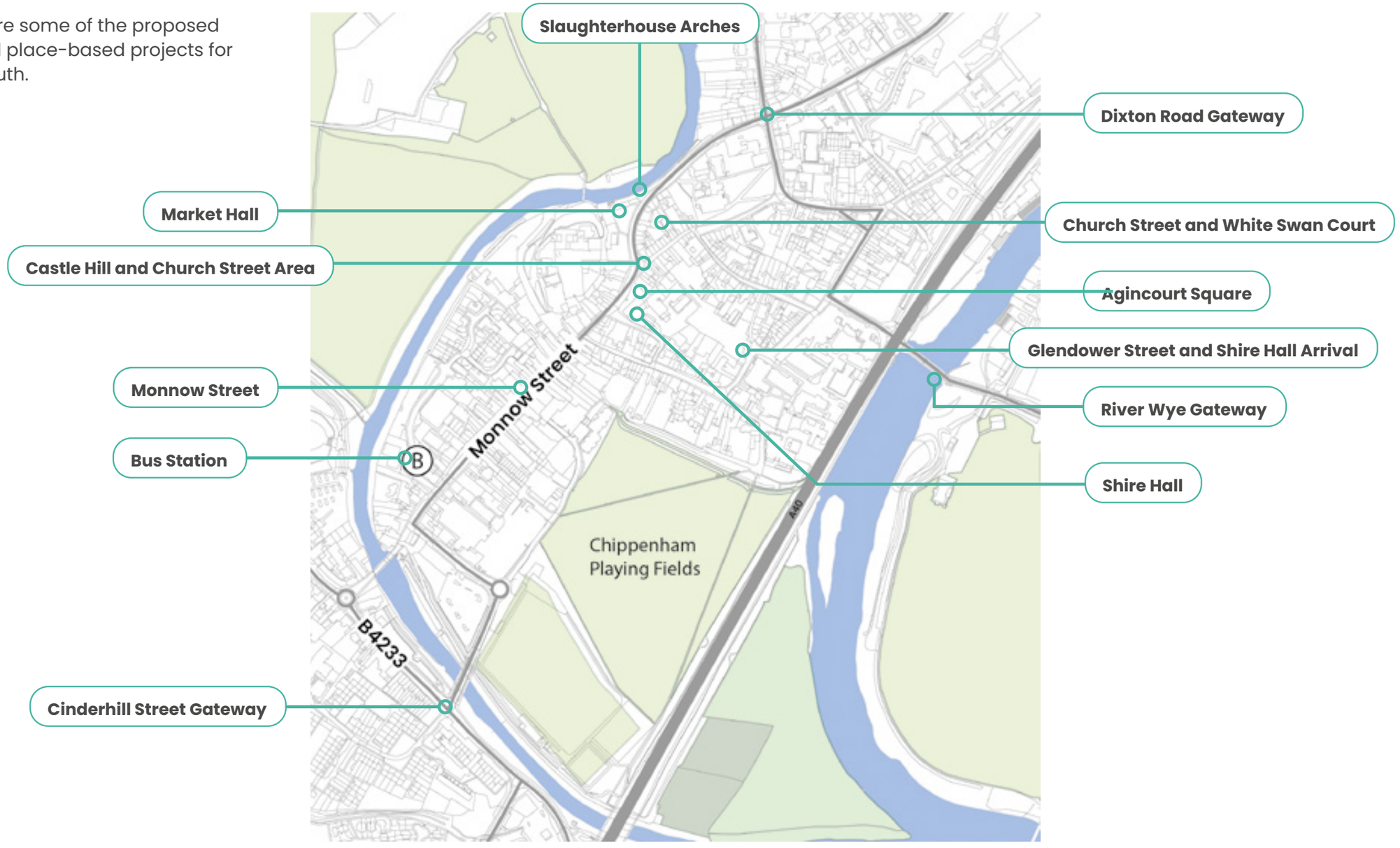
Goal	Project and Priority	Activity	Costs
Building Community Spirit	Intergenerational Activity Spaces	Develop spaces and programming that will bring together different age groups	£
	Intergenerational Smart Public Realm	Smart benches and digital information boards that enhance intergenerational public realm improvements, creating comfortable spaces with charging points, Wi-Fi access and interactive features that appeal to all ages	£
Future-Ready and Well-Managed	IoT Infrastructure for Operational Efficiency	Expand existing LoRaWAN network for Internet of Things applications including real-time monitoring of waste management, parking availability, air quality, street planting health and infrastructure performance to enable proactive maintenance	£
	Digital Visitor Experience Enhancement	High-quality digital signage at key locations (Monnow Street, Agincourt Square, car parks) directing visitors to attractions like Monnow Bridge, castle, museums, and Nelson Garden while reducing visual clutter from traditional signage	£
	Business and Place Management Data Systems	Wi-Fi-enabled footfall counters, town-wide public Wi-Fi infrastructure and data analytics to support businesses with visitor behaviour insights, enabling targeted marketing, informed event planning and business attraction strategies	£

High Priority Medium Priority Low Priority

£ <£100k ££ £100k to £1m £££ >£1m

Proposed Place-Based Projects

These are some of the proposed physical place-based projects for Monmouth.



Previously Developed Projects

Monmouth's regeneration efforts are already well underway, with several transformational projects having been developed through extensive community consultation, detailed design work, and formal approval processes. These schemes represent significant investment and demonstrate the town's commitment to positive change, with many having already secured funding and approval from Monmouthshire County Council's Cabinet.

The most prominent of these is the comprehensive reimagining of Monnow Street, which has progressed through detailed public consultation and design development to create a people-focused environment that will transform the heart of the town centre. Alongside this flagship project, improvements to Blestium Street, Church Street enhancements, and the ongoing transformation of the Shire Hall represent a coordinated approach to regeneration that has been shaped by community input and professional expertise.

These committed projects form the cornerstone of Monmouth's transformation and provide a solid foundation upon which this placemaking plan builds. Rather than duplicating this work, the plan recognises these schemes as essential delivery priorities and explores how additional complementary projects can enhance their impact and extend regeneration benefits throughout the wider town centre.

Monnow Street Re-imagined

Objective:

Transform Monmouth's main commercial street into attractive, green and people-friendly spaces that support a thriving retail and leisure offer, while creating stronger connections to the riverside.

This comprehensive public realm project will reimagine Monnow Street as a vibrant, pedestrian-focused corridor that balances the needs of all street users while prioritising people over vehicles. The approved scheme represents a fundamental shift from the current car-dominated environment to a welcoming space that encourages dwelling, shopping, and social interaction.

Key Features:

- **Pedestrian Priority Design:** The street will be transformed with dedicated crossing points and wider footways (varying between 2m and 6m) to create a more comfortable walking environment that encourages visitors to spend time in the area.
- **Sustainable Infrastructure:** Rain gardens and Sustainable Urban Drainage Systems (SUDS) will be integrated throughout the design, managing surface water runoff whilst adding green infrastructure that enhances the street's visual appeal.
- **Balanced Access:** Although it priorities pedestrians, the design maintains essential vehicle access with a central carriageway designed to highway standards, allowing two HGVs to pass comfortably, plus six strategically located loading bays to support local businesses.
- **Enhanced Amenities:** Secure cycle stands, quality street furniture including seats and benches, and appropriate waste facilities will be installed to support both residents and visitors.
- **Flexible Spaces:** Areas for outdoor seating will accommodate both public use and trading opportunities for hospitality businesses, creating a continental-style café culture along the street.
- **Parking Provision:** 32 car parking spaces will be retained, including disabled and short-stay spaces, ensuring accessibility while reducing the overall dominance of vehicles.

The project incorporates sustainable design principles with extensive tree planting and landscaping that will soften the urban environment and contribute contribute to biodiversity and air quality improvements. This transformation is expected to significantly boost footfall, support local businesses, and create a destination that residents and visitors alike will want to spend time in.

Pedestrian Connectivity Improvements

Objective:

Enhance movement and accessibility throughout Monmouth's town centre by creating new connections and improving existing routes between key destinations.

This project addresses one of Monmouth's key challenges; the poor connectivity between different areas of the town centre, particularly between the main shopping area and important facilities such as car parks, green spaces, and community amenities. The improvements will create a more legible and accessible town centre that encourages exploration and longer visits.

Key Features:

- **New East-West Connections:** Strategic property development opportunities, including sites at 20-22 Monnow Street and Hebron Hall, will be used to create new pedestrian routes that break down the barriers between different areas of the town centre.
- **Enhanced Alleyways:** Existing passages such as Howells Place will be upgraded with improved lighting, better surfacing, and enhanced safety features to make them more attractive and usable routes.
- **Chippenham Fields Access:** Direct improvements to routes leading to Chippenham Fields will better connect this important recreational space to the town centre, encouraging informal recreation and supporting the area's role in community events and activities.

- **Car Park Integration:** New direct, legible routes from the various car parks to Monnow Street will address the current poor connectivity that discourages visitors from parking in certain locations.
- **Wayfinding Improvements:** Clear signage and visual cues will help visitors navigate between different areas of the town centre more easily.

These connectivity improvements are essential for maximising the benefits of other investments in the town centre. By making it easier for people to move between the main shopping area, car parks, green spaces, and cultural attractions, the project will help create a more cohesive town centre experience that encourages longer visits and supports local businesses.

Blestium Street Public Realm Scheme

Objective:

Transform the southern gateway experience while creating stronger connections to the River Monnow through enhanced public realm and new riverside amenities.

This scheme will address one of Monmouth's most significant arrival experiences, transforming what is currently a car-dominated space into an attractive gateway that properly celebrates the town's riverside location. The project will create a new civic heart for southern Monmouth that connects the historic Monnow Bridge with the wider town centre.

Key Features:

- **Pedestrian-Focused Design:** The carriageway will be reduced in width while maintaining necessary vehicle access, redistributing space to create generous pedestrian areas that prioritise people over traffic.
- **Riverside Animation:** A new riverside public space will be created featuring café and toilet facilities, providing essential amenities while revitalising this currently underutilised waterfront location.
- **Performance and Event Space:** New seating areas and dedicated performance spaces along the riverside will support community events, markets, and cultural activities, bringing life and vibrancy to this gateway location.
- **Monnow Bridge Integration:** Enhanced connections to the historic Monnow Bridge area will better integrate this iconic landmark with the wider town centre, encouraging visitors to explore further.
- **Improved Connectivity:** Stronger pedestrian links between the area's car parks and the town centre will address current wayfinding and accessibility issues that discourage visitors from using these facilities.
- **River Connection:** Enhanced viewing areas and activity spaces will better connect visitors with the River Monnow, celebrating this important natural asset that defines Monmouth's character.

The scheme represents a significant opportunity to create a memorable first impression for visitors arriving from the south, while providing new community facilities that will benefit both residents and tourists. By reducing traffic dominance and creating quality public spaces, the project will establish Blestium Street as a destination in its own right rather than simply a route through the town.

Proposed Place-Based Projects

Objective:

Create a vibrant heritage quarter that better connects and promotes Monmouth's exceptional cluster of historic buildings and cultural venues, making it a compelling destination for residents and visitors.

Castle Hill and Church Street Area

- Create coherent identity that links key heritage assets
- Better integrate Monmouth Castle improving signage and access from Agincourt Square
- Build on the planned improvements to Church Street and White Swan Court - including welcome arches, signage and lighting – with initiatives to boost footfall and support independent businesses
- Support more regular markets and cultural events in Agincourt Square to activate this historic space
- Establish a distinctive heritage quarter around Agincourt Square, including the Shire Hall, Church Street, the Castle and Slaughterhouse Arches, with improved signage and routes from arrival points
- Take a phased approach to the Slaughterhouse Arches, starting with repairs and maintenance before exploring options for an accessible riverside space for community use

Castle Hill Integration

Historic castle quarter enhancement:

- Improve visibility and access from Agincourt Square through better signage and wayfinding
- Address navigation issues by defining clearer routes from the town centre
- Enhance Castle Hill as a pedestrian-focused space through surface treatments
- Install interpretation boards highlighting the castle's history and its connection to Henry V
- Improve pedestrian conditions with lighting and surfacing
- Create a welcoming entrance that encourages public access

Coherent Identity, signage and wayfinding

More cultural festivals and markets

Proposed Place-Based Projects

Objective:

Create a vibrant heritage quarter that better connects and promotes Monmouth's exceptional cluster of historic buildings and cultural venues, making it a compelling destination for residents and visitors.

Market Hall

Develop and support sustainable long-term mix of uses, including proposed cafe and arts and culture hub(subject to planning andlicensing), as well as exploring potential temporary uses. Ensure that a lively and well-used market hall generates and attracts activity and helps draw footfall to the heritage quarter.

Shire Hall

Plans to transform the historic Shire Hall include a new museum and cultural centre, integrating Monmouth Museum's collections, including the Admiral Lord Nelson collection. The redevelopment will feature new galleries, learning spaces, and community areas to enhance visitor engagement and economic activity. With funding now secured from the Heritage Lottery Fund the project will create a sustainable cultural hub in Monmouth's town centre, that attracts more visitors and preserves local history.

Agincourt Square Animation Activities

Central civic space activity plan:

- Establish a regular programme of markets and cultural events
- Install infrastructure to support events, such as power and water
- Strengthen links with Shire Hall's visitor experience
- Improve pedestrian connectivity between Monnow Street and the upper town
- Create adaptable spaces for activities
- Add street furniture to encourage lingering
- Explore temporary road closures for larger events

Develop a heritage quarter

Shire Hall museum and cultural centre

Proposed Place-Based Projects

Objective:

Create a vibrant heritage quarter that better connects and promotes Monmouth's exceptional cluster of historic buildings and cultural venues, making it a compelling destination for residents and visitors.

Rationalise street furniture

Church Street and White Swan Court Enhancement

Independent retail quarter:

- Build on approved welcome arches and recent lighting improvements
- Rationalise street furniture and signage that creates a cluttered entrance from Agincourt Square
- Install a coordinated signage system to increase visibility from Monnow Street
- Create opportunities for pop-up shops and temporary retail
- Enhance evening atmosphere

through new street lighting

- Support independent businesses via public realm improvements
- Develop flexible spaces for markets and events
- Install digital infrastructure to support SMART towns initiatives

Enhance atmosphere through lighting

Create space for markets and events

Cinderhill Street Gateway

Objective:

Create welcoming and distinctive entrances to Monmouth that give a strong first impression, guide people to the town centre, and reflect the town's character as the historic 'Jewel of the Wye Valley'.

Main entrance from A40 and Premier Inn:

- Redesign the roundabout with narrower carriageways to create dedicated pedestrian footways and cycleways
- Incorporate green infrastructure through tree planting and landscaping to create a more attractive and welcoming entrance
- Install welcome signage, possible artwork and wayfinding to provide clear directions to key destinations including the town centre and bus station
- Implement 'shared space' crossings and raised tables at main junctions to prioritise pedestrian safety while maintaining traffic flow

Connect to active travel routes | Pedestrian crossings improved | Welcome signage | Attractive landscaping | Rationalised road space | Raised table crossing

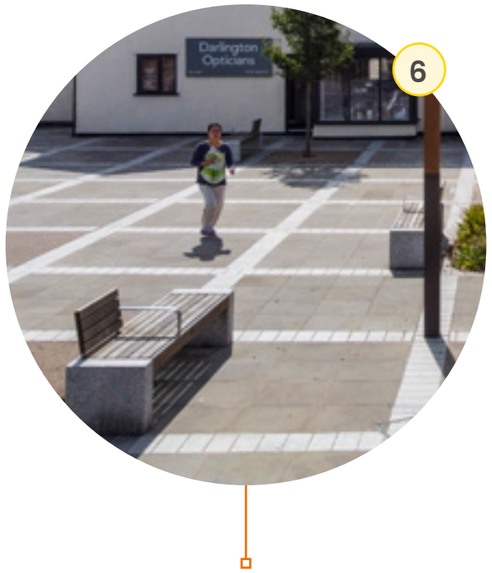
Pedestrian build outs to promote safe crossing and increased visibility

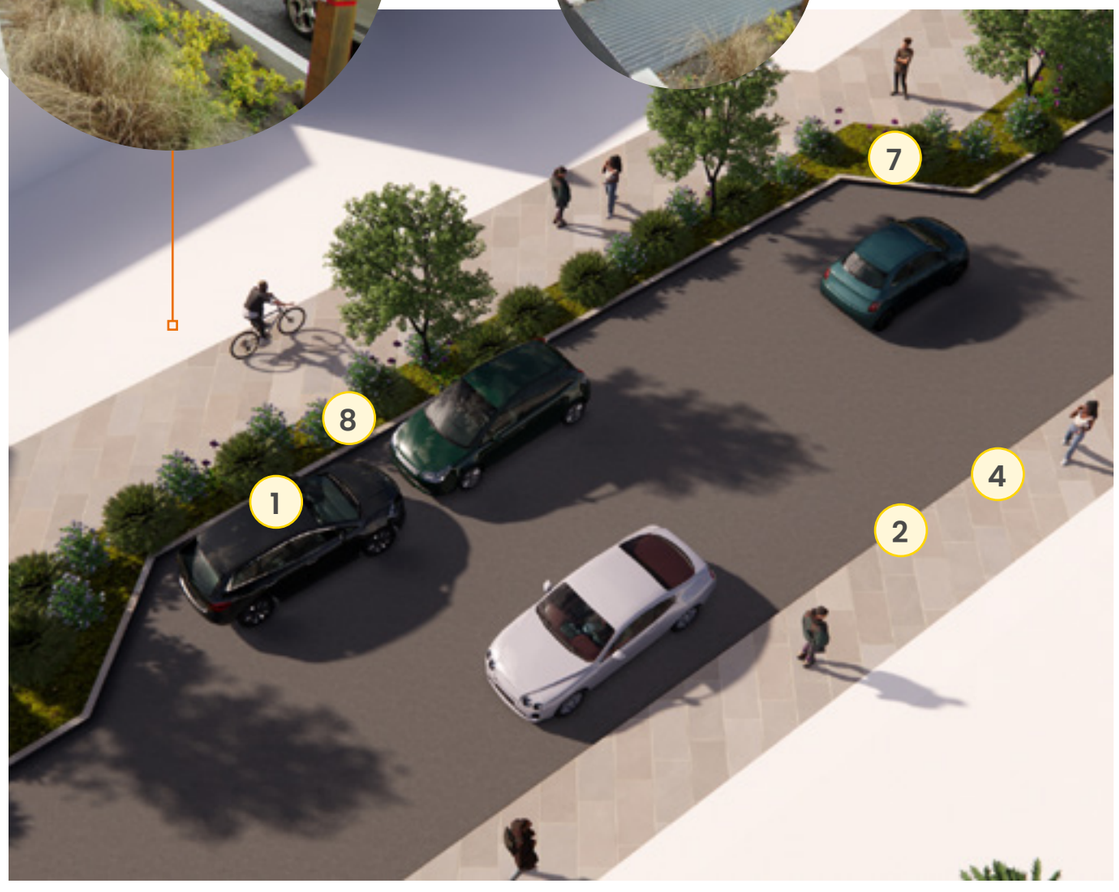
Integrated signage, information boards and maps give clear directions

Build outs 'green-up' the street around parking bays

Cycling and walking promoted as priority transport methods

1. Gateway signage from A40
2. Roundabout redesigned with a narrower carriageway to create space for a pedestrian footway and cycleway
3. Dedicated footways will improve pedestrian and cyclist safety
4. Green infrastructure - trees and planting - will make the area more attractive and welcoming
5. Narrower roads will free up additional space for planting street trees
6. On-street parking for businesses retained
7. A welcome sign and wayfinding signage will guide visitors to key areas, such as the town centre and bus station
8. Raised table junction leads to slower vehicle speeds
9. Copenhagen-style continuous crossings improve safety at main junctions
10. Different surface materials indicate crossings and raised tables





1) Materials to reflect the local palette. 2) Defined edge of footway or green verge. 3) Materials at raised table reinforce pedestrian priority. 4) Local material palette. 5) Green build outs. 6) Material choice is important at reinforced crossing points 7) Parking behind green swales and verge. 8) Access to footway from parking over the green verge.

Artist view of the new public realm and gateway from Cinderhill Street looking north-west at the bridge

The Bus Station

Objective:

An enhanced bus station for Monmouth incorporating new signage, landscaping and stands providing an attractive and welcoming station in Monmouth for people arriving by public transport

This project focuses on redesigning the bus station, in response to consultation with bus operators and other stakeholders. The redesign prioritises pedestrian and cyclist-friendly spaces, green infrastructure, and public art while maintaining efficient operations and space for buses.

- Create dedicated paths for cyclists and pedestrians to enable combined active travel journeys
- Incorporate public art along waiting area walls, linking to the town council's living streets initiative
- Introduce green infrastructure and landscaping to create a more welcoming arrival space
- Reduce road space to create wider footways while retaining room for buses to turn

Pedestrian and cycle friendly | Connect to active travel routes | New bus shelters and signage | Enhanced arrival | Public art and welcome signage

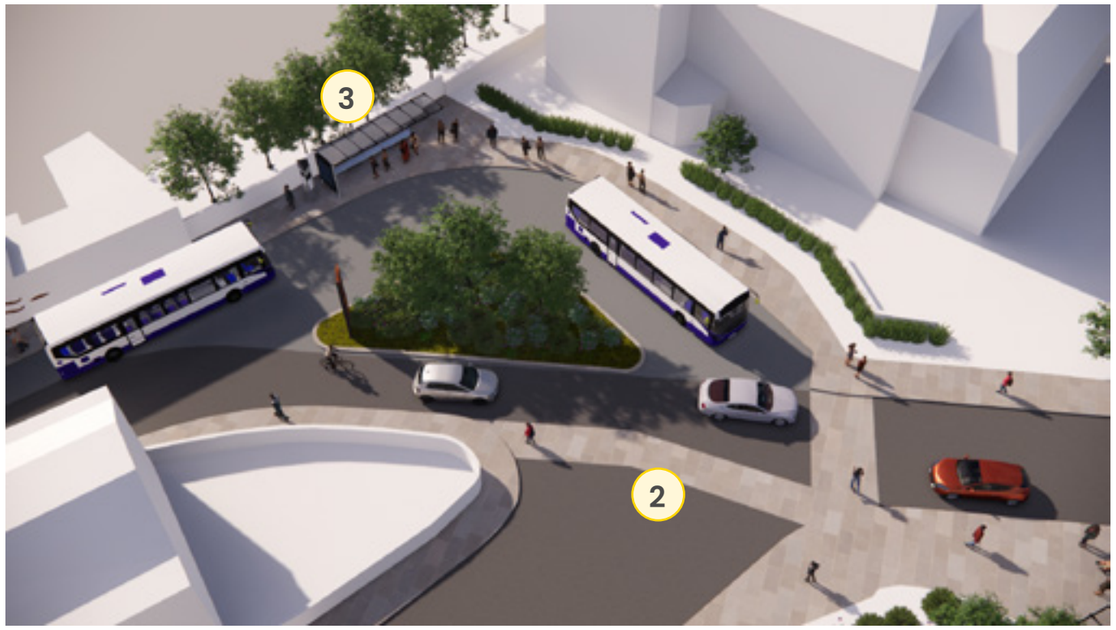
Integrated live timetables

Welcome signage

Bus shelters with integrated seating, signage, bins and green roofs or solar panels

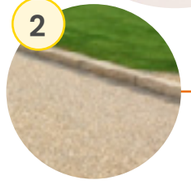
1. Redesign of the bus station stages
2. Copenhagen-style crossings to promote pedestrian and cycle movement
3. Green infrastructure incorporated into public space
4. Public art to enhance the area included along wall for waiting passengers
5. Welcome signage
6. Road space narrowed but still allows buses to turn
7. Wider footways and dedicated cycling paths promote active travel
8. Upgraded bus shelters with clear, well-lit, and user-friendly information displays, including bus timestables
9. Landscaping will soften the station's appearance and create a more inviting space
10. More dropped kerbs allow several buses to load and unload at once

New crossings over the road highlight cycle and pedestrian priority

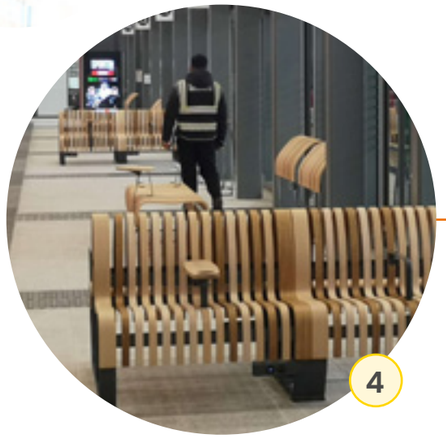


Automated, live bus tracking

Seating incorporated within the space



New crossing material highlights continuous crossings



Welcome signage

A new mural or street artwork could be included along the wall leading to the bus station to make the area more attractive and vibrant. This could contribute to the community part of the Living Streets community art project.

Opportunity to create something community-focused that celebrates Monmouth.

Opportunity to involve local artists or incorporate stories from residents.

Artist view of the new bus station from the Monnow Street junction

Slaughterhouse Arches

Objective:

A new life for the Arches. This living museum will animate the space and draw people to the 'castle core', linking to the castle, Shire Hall and historic northern area of the town.

This project focuses around the re-imagination and renewal of the Slaughterhouse Arches, which will create a new destination for Monmouth.

Phased development approach:

- Phase 1: Undertake essential structural repairs and conservation work to protect the grade 2* listed structure, addressing immediate sewage leaks, safety concerns and vegetation issues
- Once initial repairs are complete, explore funding opportunities to gradually transform the Arches into a unique riverside destination through a phased approach that includes:

First phase

- Safe, accessible paths with lighting and seating
- Improved links with adjacent Tibbs Bridge and circular route with Inglis Bridge
- Interpretation of the site's heritage
- Public and community artwork development

Second phase

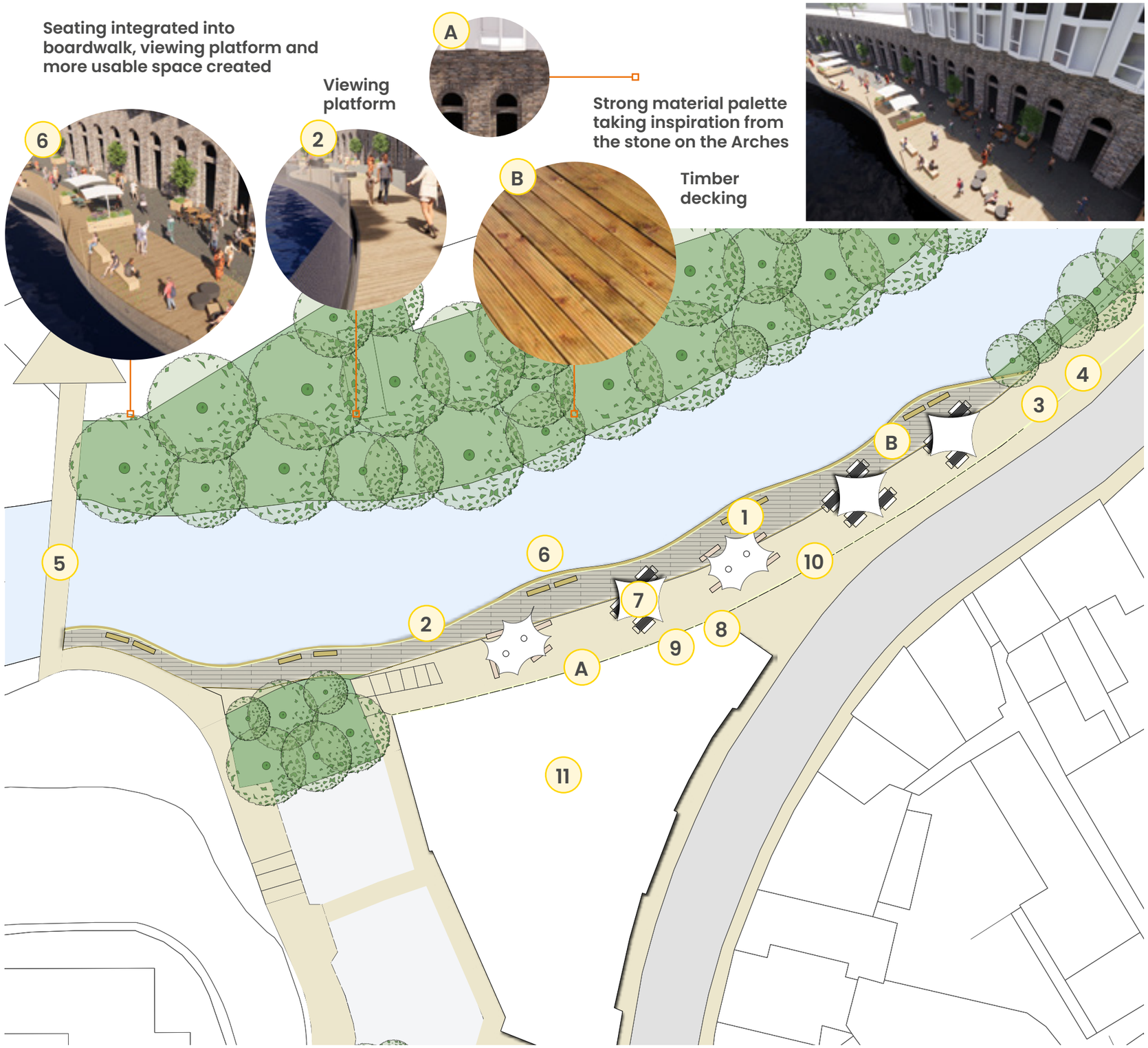
- Develop community and commercial spaces for events and activities
- Connections to riverside walks and Tibbs Bridge
- New ways for people to enjoy the River Monnow setting

New public realm | Boardwalk over water | Made fully accessible | Lighting to promote safety | Living museum created

Opportunity for small scale pop-ups and meanwhile events

Opportunity to display local talent for example through pop-up music shows

Strong and secure lighting, appropriate to the place, creates a safer environment at all times of the day



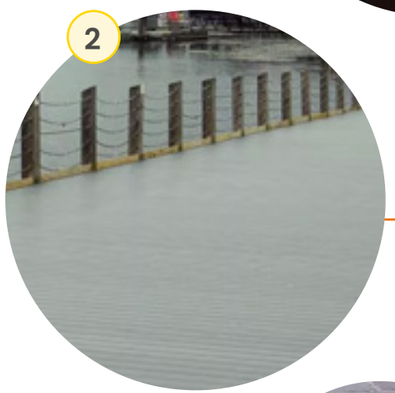
1. Timber decking to extend over the River Monnow, providing additional usable space
2. A new viewing platform overlooking the river, featuring a cantilevered footpath connecting to Tibbs Bridge
3. Accessible paths to ensure inclusive design and better pedestrian links throughout the area
4. Accessible ramp to the Arches
5. Enhanced connections to Tibbs Bridge
6. Outdoor seating to make the space more functional, and encourage people to dwell
7. Space for chairs and picnic benches and pop up community events
8. Restoration of the slaughterhouses for new community, historic and leisure uses
9. Potential for a living museum
10. Incorporation of appropriate lighting to ensure safety and usability both day and night
11. Old Market Hall (street level)

Artist view of proposed cantilevered boardwalk and improved links to Tibbs Bridge and riverfront walk

Renovating the Slaughterhouse Arches could turn it into a key feature in the town for community and visitor activities. The new boardwalk expands the space allowing for seating and improved lighting. The upgrades would make this space usable for events like community BBQs, picnics, craft fairs, or food based events. The lighting would create an inviting atmosphere for evening events and improve safety, while the boardwalk would provide a key link to Tibbs Bridge and active travel links. Shown here are some artistic impressions of a typical event day, and a non event day.

Strategic lighting

1



2

Timber boardwalk to expand and provide usable space

Natural stone materials

3

Artist view of the Slaughterhouse Arches at night (top) and on a non-event day (bottom)

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Artist view of the Slaughterhouse Arches looking north-east from the proposed cantilevered board walk

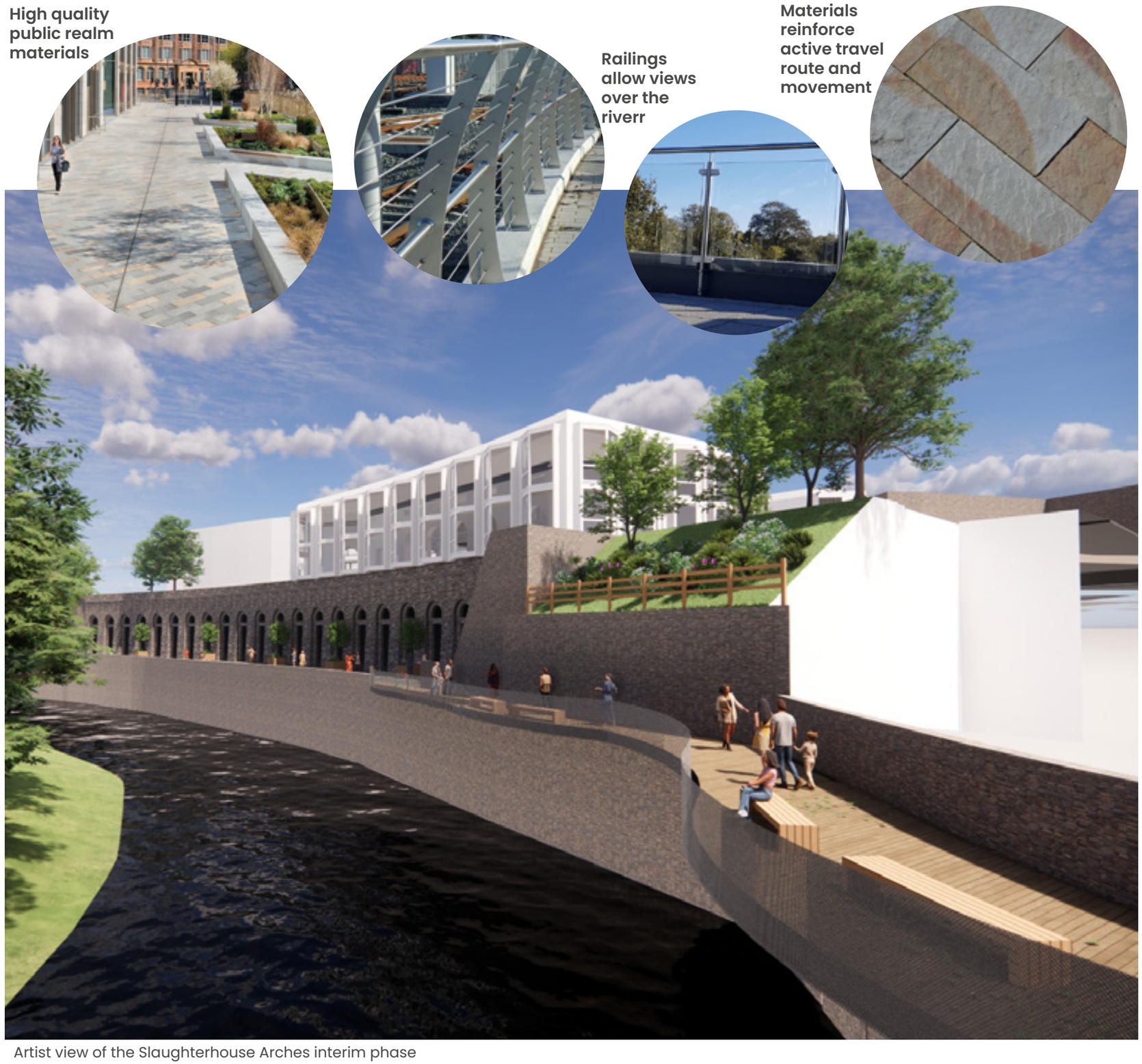
Interim phase of works for the Slaughterhouse Arches.

If the initial phase of renovating the Slaughterhouse Arches cannot be implemented immediately, some environmental improvements could be made in relation to access, public realm, managed vegetation clearance, and the initial internal refurbishment of the Arches.

This interim phase could also focus on connecting active travel routes and would promote links across the river via boardwalks extending from the steps beneath the Slaughterhouse Arches. While simpler in scope, this interim solution would provide tangible benefits to the community while building momentum for the full-scale project and creating a safe and accessible pathway that links to Tibbs Bridge and other active travel networks.

The boardwalk would enhance connectivity for walkers, cyclists, and local residents while providing a scenic route along the river. This key infrastructure element of the wider project would immediately improve accessibility, demonstrate progress and show the potential for the full scheme.

Simple signage and wayfinding elements could highlight the boardwalk as part of a broader network, promoting its role in encouraging sustainable travel choices.



Artist view of the Slaughterhouse Arches interim phase

Dixton Road Gateway

Objective:

Create welcoming and distinctive entrances to Monmouth that give a strong first impression, guide people to the town centre, and reflect the town's character as the historic 'Jewel of the Wye Valley'.

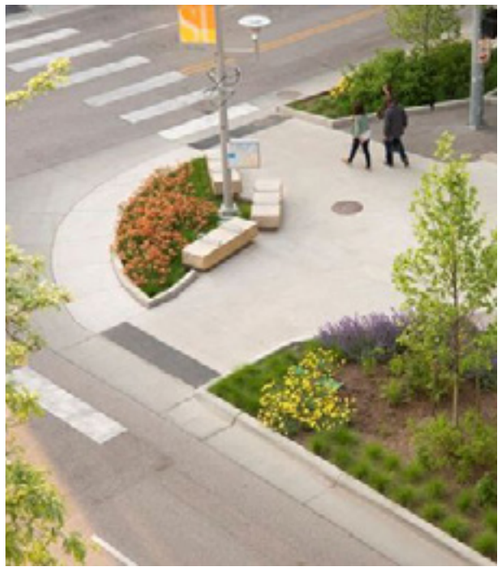
At the Dixton Rd junction, there is a real opportunity to welcome people coming to the town from the north and to create an attractive, green and impressive gateway here.

- Narrow the road while maintaining the required highway standards, incorporating street trees, planting and potential rain gardens
- Prioritise pedestrian and cyclist movement through wider pedestrian and cycle crossings and raised table junctions with appropriate surface treatments
- Install strategic gateway planting between footways, carriageway and private boundaries
- Include gateway signage and lighting that reinforces arrival into the historic town centre

Making road junction simpler | Reduced size of corners | Pedestrian and cycle friendly

New attractive landscaped gateway | New planting and SUDs incorporated

Crossing material prioritises pedestrians at raised table junctions



Crossing geometry rationalised, pedestrians protected from cars via build outs

Material palate changes to reinforce road hierarchy

Street tree of planted 'pockets'

1. Material palette changes to reinforce road hierarchy
2. Material changes help to slow cars
3. Copenhagen-style crossings allow continuous movement for pedestrians
4. Raised table brings road level with the footway
5. Green build-outs add to the character of area
6. Opportunity for planting in the areas between private boundaries and the road
7. Existing properties, boundaries and access retained

1

Natural planted verge, opportunity for street trees within the space

2

Pedestrian focus at junction, continuous Copenhagen-style crossing points

3

Different surface material reinforces pedestrian priority at junctions

Artist view looking north at the Dixton Road junction with Monk Street

Other Gateway and Arrival Projects

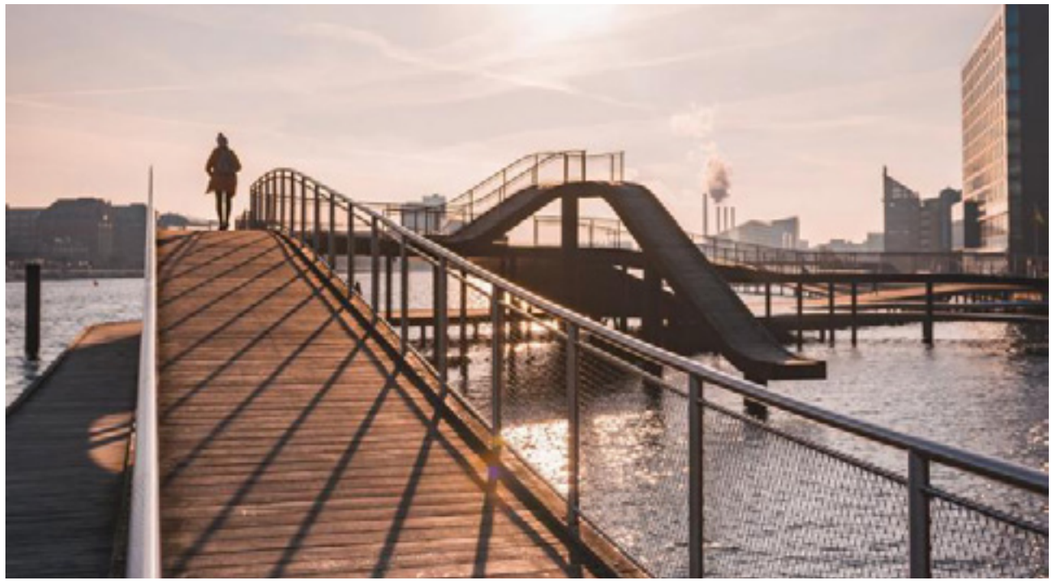
Objective:

Create welcoming and distinctive entrances to Monmouth that give a strong first impression, guide people to the town centre, and reflect the town's character as the historic 'Jewel of the Wye Valley'.

River Wye Gateway

Waterfront entrance linking town centre with River Wye:

- Develop a dedicated landing area for canoeists and waterborne visitors with mooring points, seating and interpretive signage
- Create seamless connections between the water, the proposed pedestrian and cycle bridge and town centre attractions
- Install clear wayfinding signage to help visitors navigate from the river to the town centre
- Design the area to serve as both a functional arrival point and an attractive riverside space that celebrates Monmouth's connection to the river



Other Gateway and Arrival Projects

Glendower Street and Shire Hall Arrival Space

Northern quarter arrival:

- Create a welcoming arrival space behind the Shire Hall suitable for markets and events
- Integrate Beaufort Arms Court into the arrival experience
- Improve connections to the castle and museum quarter
- Install clear wayfinding signage to key heritage attractions
- Enhance the pedestrian environment with appropriate lighting and surface treatments
- Create opportunities for flexible event spaces

Comprehensive Wayfinding Strategy

Connecting arrival points to destinations:

- Install consistent wayfinding totems at all car parks showing walking times and key attractions
- Create a unified design approach that reflects Monmouth's character
- Include digital integration opportunities linking to SMART towns initiatives
- Provide clear orientation maps and directional information
- Include information about local heritage and attractions

Proposed Place Management and Thematic Projects

Objectives:
Visible Improvements

Create immediate, noticeable improvements to the town centre's appearance and maintenance standards, addressing key concerns raised by residents and visitors

Objectives:
Vacant Property and Enterprise

Transform empty and underused buildings into thriving spaces that support new businesses, creative ventures and community activities, helping to build a more diverse and resilient town centre economy

Objectives:
Future-Ready and Well-Managed

Equip Monmouth so it can thrive for future generations using smart, sustainable technologies and coordinated management systems that enhance everyday life while building resilience for the future

Objectives:
Heritage and Interpretation

Use both traditional and digital methods to bring Monmouth's rich history to life, encouraging people to explore more of the town centre

Objectives:
Activity and Events

Transform Monmouth's streets and spaces into vibrant places that host a variety of activities and events throughout the year

Place Management Activities

Visible Improvements

- Implement a comprehensive programme to remove innecessary street furniture, outdated signage and visual clutter focussing on Church Street and Monnow Street.
- Carry out a town-wide signage audit and improvements linked with the promotion of the town's heritage, key pedestrian routes and essential facilities. Explore and consult on the Monmouth town tag-line as part of new gateway signs and wider branding and marketing to encapsulate the town's character in a memorable way.
- Establish a targeted building improvement programme for prominent properties on Monnow Street and Church Street, including frontage grants and enforcement action on long-neglected buildings.
- Undertake an annual 'deep clean' and refresh of public facilities including toilets, planters, walkways, street furniture and existing signage.
- Create a coordinated approach to shop frontage improvements through grants and design guidance to enhance the visual appeal of key shopping areas.
- Develop enforcement protocols for persistent maintenance issues, working with property owners to address deteriorating building conditions.
- Establish regular maintenance schedules and standards for public spaces to ensure sustained improvements.

Place Management Activities

Vacant Property and Enterprise Support

- Target prominent vacant properties on Church Street, Agincourt Square and Monnow Street for improvement, particularly where they can create better pedestrian connections to car parks. Those that have strategic benefit include former banks and long-term vacant and dilapidated buildings.
- Encourage flexible workspaces that can support new businesses, start-ups and social enterprises.
- Explore opportunities within major developments like the market hall to create indoor community spaces that serve multiple generations.
- Promote county council's programme of temporary 'pop-up' uses in empty shops to test new ideas and build confidence.
- Signpost business support, training and funding support to help new enterprises succeed.
- Work with community organisations to bring empty spaces back into use for services that benefit local people.

Place Management Activities

Future-Ready And Well-Managed

- Implement smart digital solutions that enhance the visitor experience through high-quality digital signage at key locations, helping people navigate to attractions and facilities while reducing visual clutter from traditional signage.
- Explore how SMART towns technology such as smart benches and digital information boards can enhance intergenerational public realm improvements and support maintenance efforts through sensors monitoring waste bins, lighting and infrastructure.
- Establish a comprehensive digital infrastructure including town-wide public Wi-Fi and footfall monitoring systems to support businesses and gather insights on how people use the town centre.
- Develop an integrated mobile app that promotes local businesses, provides interactive heritage trails, and offers real-time information about events, parking availability and transport links.
- Extend and make use of the existing Internet of Things (IoT) network using LoRaWAN technology to monitor waste management, parking spaces, air quality, and infrastructure performance, enabling proactive maintenance and improved efficiency.

Place Management Activities

Heritage and Interpretation

- Create a new heritage trail that builds on existing routes to connect key attractions.
- Install clear wayfinding signs and interpretation boards at historic sites.
- Develop an augmented reality (AR) app that reveals historical scenes and stories at key locations.
- Use the improved Shire Hall as the starting point for exploring the town's heritage.
- Coordinate the various heritage trails and interpretation to create a cohesive visitor experience.

Place Management Activities

Activities and Events

- Create designated spaces for busking, storytelling and informal performances that appeal to all ages, particularly around Riverside, Monnow Street and Agincourt Square.
- Develop intergenerational activity spaces that bring together different age groups through teenage markets, street markets, live music, family-friendly events and informal gathering spots.
- Consolidate and expand existing markets into a more regular traditional-style market in Agincourt Square, including youth-focused elements such as food trucks, craft stalls run by young entrepreneurs, and music performances.
- Create indoor community and cultural spaces, including exploring youth-friendly spaces that have shelter, wi-fi and lighting and shared community spaces within developments like the Market Hall.
- Develop the programme of larger signature events that celebrate the town's heritage, arts, culture and its rivers, ensuring programming includes activities that appeal to young people and families.
- Install power supplies and other infrastructure needed to support events in key spaces, including equipment for music events and technology-enabled activities.
- Support community groups to develop regular, everyday activities rather than just special events, creating ongoing reasons for young people to spend time in the town centre.

Visualising Success for Our Town Centre

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What Success Looks Like

When enabling and delivering change in a place like Monmouth, it's vital to understand what success looks like. You need to be clear about the outcomes you are working towards and the process you need to follow to get there.

Why this is important

- Clear direction: Visualising success provides motivation and helps everyone rally around a common purpose
- Building trust: It strengthens relationships between partners and the community
- Accountability: It demonstrates to funding organisations that you are achieving your outputs and outcomes, showing a return on their investment
- Progress tracking: It provides a framework to monitor how well projects are working

The difference between outputs and outcomes

- **Outputs** are the direct results of your activities such as the number of new benches installed, metres of footpath improved
- **Outcomes** are the longer-term changes these activities create such as increased footfall, improved community well-being or a more vibrant town centre

The following pages have some examples of outputs and outcomes that can be considered when collecting and assessing the impact of projects and activities.

Creating a Lively Town Centre

What we want to achieve

Monmouth's streets and squares will be welcoming, inclusive places where people want to spend time, and that have thriving businesses and regular activities.

Outputs

- **Number of vacant properties brought back into use**
- **Number of new businesses and creative ventures supported**
- **Number of flexible event spaces created in streets and squares**
- **Number of markets, performances and community events hosted**
- **Area of streetscape improvements (decluttering, lighting, surfaces)**
- **Number of youth-friendly spaces and intergenerational activities**

Outcomes

- **Reduced vacancy rates and improved building use**
- **Greater diversity of independent businesses and services**
- **Increased footfall and dwell time in key streets**
- **Enhanced evening economy and cultural offerings**
- **Stronger sense of vibrancy and community life**
- **Better provision for young people and families**

What Success Looks Like

Celebrating Our History and Rivers

What we want to achieve

Monmouth will showcase its unique heritage and riverside identity, through well-connected historic landmarks and improved access to both rivers.

Outputs

- Number of heritage interpretation points and digital storytelling features installed
- Length of improved pedestrian routes between castle, Shire Hall and key landmarks
- Number of heritage buildings and sites brought into active use
- Area of enhanced riverside access and connections
- Number of heritage trails and guided experiences created
- Visitor satisfaction scores for heritage attractions

Outcomes

- Improved connectivity between Monmouth's historic landmarks
- Enhanced visibility and accessibility of castle and heritage quarter
- Greater visitor engagement with Monmouth's history
- Stronger identity as 'Town on Two Rivers'
- Increased heritage tourism and cultural economy
- Enhanced pride in local history and place identity

Building Community Spirit

What we want to achieve

Monmouth will have a strong sense of community, with residents actively shaping the town's future and inclusive spaces for all ages.

Outputs

- Number of community-led events, festivals and creative projects delivered
- Number of accessible seating areas and informal gathering spaces created
- Number of community groups actively involved in town centre management
- Number of intergenerational programmes and youth engagement activities
- Volunteer hours contributed to town centre initiatives
- Community satisfaction and sense of belonging scores

Outcomes

- Stronger community ownership and civic pride
- Increased participation in town centre activities across all age groups
- Enhanced social cohesion and intergenerational connections
- Greater community resilience and self-organisation
- Improved wellbeing through social interaction and cultural activities
- More inclusive and welcoming public spaces for all residents

What Success Look Like

Making a Better Welcome

What we want to achieve

Monmouth will be easier and more pleasant to arrive in, with attractive gateways and intuitive wayfinding that reflect the town's character.

Outputs

- Number of gateway enhancement schemes completed (Cinderhill Street, Dixton Road, bus station)
- Number of wayfinding totems and directional signs installed at car parks and arrival points
- Cleaning and maintenance standards achieved across public spaces
- Number of accessibility improvements implemented
- Visitor satisfaction scores for arrival experience
- Walking times and ease of navigation from arrival points to key destinations

Outcomes

- Improved first impressions and sense of arrival in Monmouth
- Enhanced visitor orientation and navigation throughout town centre
- Increased accessibility for people of all ages and abilities
- Better connectivity between arrival points and key attractions
- Higher visitor satisfaction and likelihood to return
- Stronger town identity and gateway experience

Future Ready and Well Managed

What we want to achieve

Monmouth will be equipped for future generations through smart, sustainable approaches and coordinated management.

Outputs

- Number of smart technology systems and digital information points installed
- Number of businesses supported through digital tools and initiatives
- Area of green infrastructure and sustainable drainage implemented
- Number of coordinated town centre management initiatives
- Energy efficiency and environmental improvements achieved
- Number of community groups involved in place management activities

Outcomes

- Enhanced operational efficiency and coordinated town centre management
- Improved environmental performance and climate resilience
- Greater digital connectivity and business competitiveness
- Increased community engagement in town centre stewardship
- Better resource management and maintenance standards
- Stronger long-term sustainability and future adaptability

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Delivery Approach

Page 603

Ways of Working

The Well-being of Future Generations Act and Monmouth

The Well-being of Future Generations Act is the key piece of Welsh legislation that guides how we plan for Monmouth's future. It requires us to think about sustainable development - how will we meet today's needs without harming future generations' ability to meet theirs.

The Seven National Well-being Goals

This Act sets out seven national well-being goals that shape our planning for Monmouth. Our placemaking plan must contribute to achieving these goals while addressing the town's specific needs and opportunities.

The Five Ways of Working

The Act also sets out five ways of working that we must consider to show that we're working in accordance with the principle of sustainable development:

- **Long-term thinking** Balancing what Monmouth needs now with what it will need in the future. Our proposals look beyond immediate fixes to create lasting positive change for the town centre that will benefit generations to come.
- **Integration** Bringing together social, economic and environmental considerations. For Monmouth, this means connecting our historic heritage with modern sustainability goals, linking the town centre with surrounding neighbourhoods, and ensuring new developments complement existing assets while meeting the needs of all age groups.
- **Involvement** Listening to residents, businesses, visitors and stakeholders. This placemaking plan has been shaped by extensive consultation with Monmouth's community, including dedicated efforts to understand what young people want from their town centre and what will encourage them to stay in or return to Monmouth as they build their careers and families.
- **Collaboration** Working in partnership across sectors. Monmouth's regeneration requires cooperation between the county council, town council, local businesses, community groups and residents, schools, and importantly, young people who will inherit and shape the town's future.
- **Prevention** Investing in solutions that stop problems before they start. Rather than just responding to town centre challenges like vacant properties or poor connectivity, we're creating proactive strategies to strengthen Monmouth's resilience and appeal.

Ways of Working

Development and Delivery

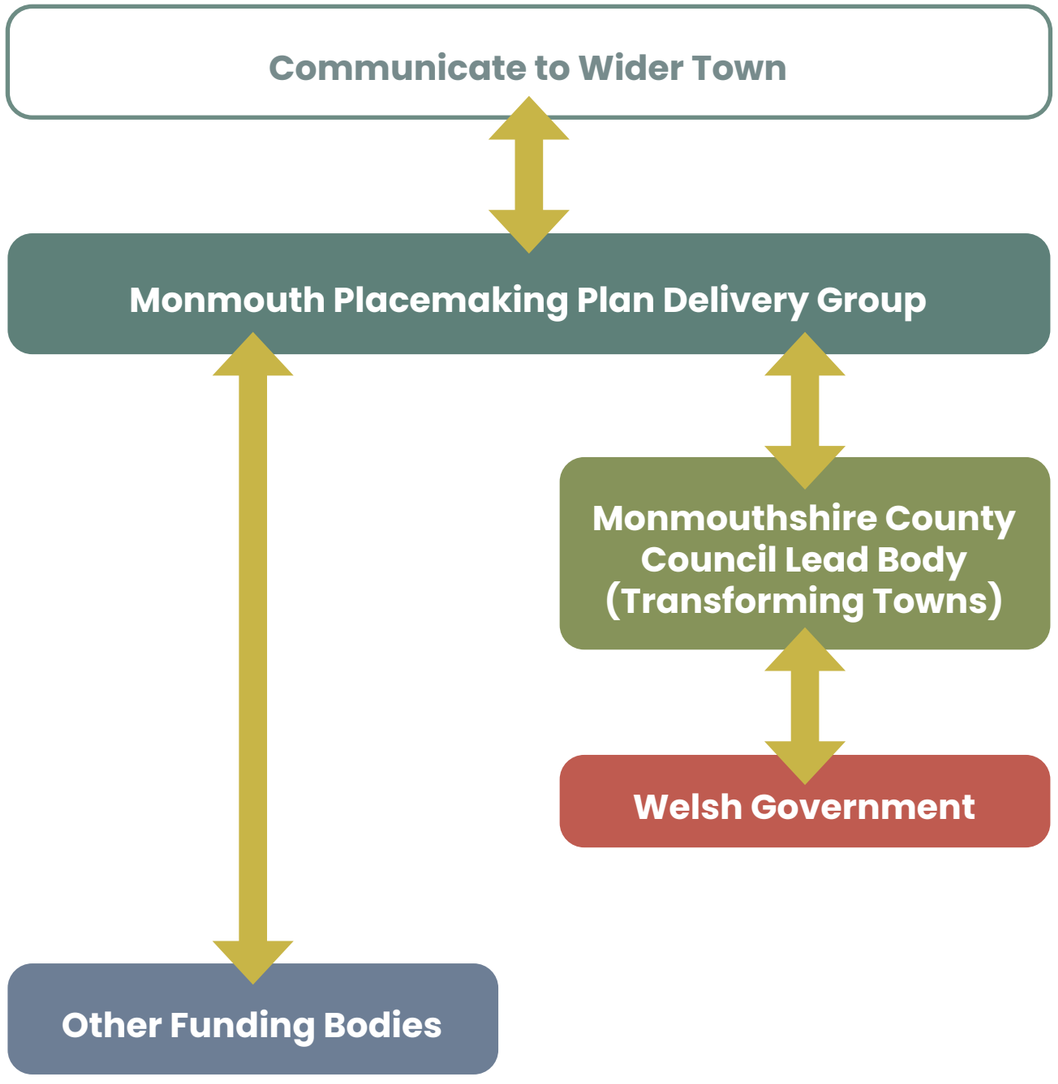
Delivery of this placemaking plan is dependent on a partnership approach where strategic and local organisations bring their individual objectives into a collective set of proposals that benefit each other and, importantly, benefit Monmouth town centre and its immediate neighbourhoods. The opportunities described within this plan each need a different mix of partners, resources and time if they are to be achieved.

The Placemaking Plan Delivery Group needs to build on the foundations of the Plan-making Steering Group, with a review of its membership and a consideration of the skillset need to develop and deliver each project. Monmouthshire County Council will retain its position as lead body for Welsh Government's Transforming Towns programme, and as a conduit for funding, monitoring and reporting.

The key success factors for delivering placemaking projects include:

- Understanding individual strengths including knowledge, expertise and physical assets 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 and public space and meets respective climate change and sustainability targets.
- Connecting local residents with various pathways to learning, health and well-being, physical activity and employment.
- Presenting a unified identity and story for a place like Monmouth town centre, while respecting each individual organisation's identity.

The delivery group also needs to consider how it will communicate with stakeholder organisations and the local community, maintaining this communication so people know when and where progress is being made.



Project: 11372

Date: 6 October 2025 10:13 am

Version: 10

Monmouth

Placemaking Plan Consultation Full Report

May 2025

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Key Messages from the Consultation

Draft Vision

- **Level of support**: The vision received moderate support with 59% of respondents agreeing (combining "Agree" and "Totally agree"), while 28% disagreed and 13% remained neutral.
- **Key feedback messages**: The consultation indicates mixed opinions on the proposed vision for Monmouth as "the Jewel of the Wye Valley" that blends rich heritage with modern attractions.
- **Implications for the Placemaking Plan**: The vision might benefit from refinement to address the concerns of the significant minority who disagree, potentially emphasising practical improvements alongside the aspirational elements.

5 Goals

- **Level of support**: Heritage-focused and vitality-driven priorities received overwhelming support, with "Celebrating our history and rivers" garnering 86% agreement and "Creating a lively town centre" receiving nearly identical support levels.
- **Key feedback messages**: While most goals were strongly supported, "Making Monmouth smart" was less popular, with only majority support and the highest disagreement rate (17%), suggesting digital initiatives are a lower priority for residents.
- **Implications for the Placemaking Plan**: Focus implementation on heritage and vitality initiatives as these align most closely with community priorities, while potentially better explaining the benefits of smart technology initiatives.

Castle Hill Area

- **Level of support**: Strong support with 76% of respondents agreeing with improving visibility and access to the Castle area (38% strongly agreeing, 38% agreeing), while only 12% disagreed.
- **Key feedback messages**: Recurring themes included discoverability issues, perception of private ownership deterring visitors, physical constraints of the site, and desire for enhanced experiences like outdoor theatre and events.
- **Implications for the Placemaking Plan**: Prioritise improved signage and interpretation, clarify public access rights, and consider developing the area for events; also explore improving connectivity to related assets such as Tibbs Bridge.

Church Street Independent Quarter

- **Level of support**: Overwhelming support with 82% of respondents endorsing plans for new entrance features, signage and lighting (50% strongly agreeing, 32% agreeing), with only 8% opposing.
- **Key feedback messages**: Key concerns included poor building conditions requiring enforcement, specific improvements needed for White Swan Court, high business rates hampering business viability, and accessibility issues caused by street furniture.
- **Implications for the Placemaking Plan**: Address building condition through enforcement or support for owners, improve White Swan Court specifically, reduce street clutter, and recognise this project is already underway through Town Council efforts.

Agincourt Square Activation

- **Level of support**: Strong enthusiasm with 83% approving of regular markets and events supported by new infrastructure (48% strongly agreeing, 35% agreeing), while only 5% opposed.
- **Key feedback messages**: Respondents favoured consolidating Monmouth's currently fragmented market in Agincourt Square rather than Blestium Street, improving market quality with local/artisanal products, and better integrating Shire Hall with the square.
- **Implications for the Placemaking Plan**: Prioritise creating a unified market location in Agincourt Square, improve quality of market offerings, balance pedestrianisation desires with vehicle access needs, and enhance Shire Hall integration with the square.

Cinderhill Street Gateway

- **Level of support**: Mixed views with 55% supporting improvements (29% strongly agreeing, 26% agreeing), 14% neutral, and a substantial 31% opposing the changes.
- **Key feedback messages**: Major concerns centred on potential traffic disruption from narrowing roads, maintenance of planted areas, balancing aesthetics with functionality, and pedestrian/cyclist safety.
- **Implications for the Placemaking Plan**: Reconsider the road narrowing aspects of the proposal, emphasise pedestrian safety improvements, ensure maintenance plans for planted areas, and consider a design more sympathetic to Monmouth's historic character.

Bus Station Improvements

- **Level of support**: Strong favour with 73% supporting improvements (39% strongly agreeing, 34% agreeing), 17% neutral, and only 10% opposing.
- **Key feedback messages**: Focus on practical improvements like better shelters and weather protection, clear information displays and signage, aesthetics that complement the town's historic character, and bus service frequency improvements.
- **Implications for the Placemaking Plan**: Prioritise functional shelter improvements and clear information displays, ensure design fits Monmouth's historic character, and coordinate with transport providers to address service frequency concerns even if outside the Plan's direct scope.

Slaughterhouse Arches

- **Level of support**: Overwhelming support with 84% endorsing the proposals (60% strongly agreeing, 24% agreeing), 9% neutral, and only 7% opposing.
- **Key feedback messages**: Strong emphasis on the untapped potential of this historic asset, concerns about sewage/river pollution affecting the area, flooding concerns, and the space's limited sunlight affecting its appeal as a place to linger.
- **Implications for the Placemaking Plan**: Prioritise this well-supported project, address sewage and pollution issues as part of the development, incorporate flood resilience measures in the design, and consider the limited sunlight in activity planning for the space.

Dixton Road Gateway

- **Level of support**: Divided opinions with 48% supporting (22% strongly agreeing, 26% agreeing), 21% neutral, and 31% opposing.
- **Key feedback messages**: Major concerns about school traffic congestion, large vehicle access constraints, traffic diversion issues when the A40 is closed, and ongoing maintenance of planted areas.
- **Implications for the Placemaking Plan**: Reconsider this lower-priority proposal, focusing particularly on the road narrowing aspects; if progressing, ensure designs accommodate school traffic patterns, large vehicle access needs, and address maintenance concerns.

Blestium Street and Monnow Bridge Arrival Point

- **Level of support**: Strong backing with 80% supporting enhanced facilities (47% strongly agreeing, 33% agreeing), 12% neutral, and only 5% disagreeing.

- **Key feedback messages**: Strong consensus on improving public toilet facilities, balancing attractive public space with maintaining necessary parking, enhancing the riverside setting, and ensuring designs complement Monmouth's historic character.
- **Implications for the Placemaking Plan**: Prioritise public toilet improvements, carefully balance public space enhancement with parking needs, emphasise natural materials and traditional design elements, and maximise the riverside setting as a key visitor attraction.

Glendower Street Arrival

- **Level of support**: Strong favour with 73% supporting improvements (33% strongly agreeing, 40% agreeing), 18% neutral, and just 7% disagreeing.
- **Key feedback messages**: Focus on poor visitor experience and wayfinding from car parks to town centre, building maintenance and access concerns including scaffolding blocking routes, and preserving historic character while improving functionality.
- **Implications for the Placemaking Plan**: Prioritise signage and wayfinding improvements, address building maintenance affecting access (potentially requiring coordination with private owners), and ensure design interventions enhance rather than detract from historic character.

River Wye Gateway

- **Level of support**: Good backing with 68% in favour (33% strongly agreeing, 35% agreeing), 21% neutral, and 11% opposing.
- **Key feedback messages**: Strong support for a pedestrian bridge across the Wye, concerns about river pollution affecting appeal, recognition of the A40 severing the town from the river, and potential flooding issues.
- **Implications for the Placemaking Plan**: Incorporate the pedestrian bridge into the proposal, address river pollution issues (potentially through advocacy if outside direct control), improve connections across the A40 barrier, and ensure flood-resilient design.

New Pedestrian Routes from Eastern Car Parks

- **Level of support**: Solid backing with 63% in favour (34% strongly agreeing, 29% agreeing), 26% neutral, and 11% disagreeing.
- **Key feedback messages**: Emphasis on poor condition of existing routes like Howells Place, need for better signage and wayfinding, recognition of property and access constraints, and particular focus on access to upper Monnow Street.
- **Implications for the Placemaking Plan**: Improve existing route quality and maintenance, enhance signage to existing routes, work within property constraints to identify feasible new connections, and focus especially on improving access to upper Monnow Street.

Improving How the Town Centre Is Managed and Maintained

- Strong preference for traditional approaches, with targeting vacant property improvements receiving highest support (88% agreement), followed by consolidating markets (80%), while technology-oriented proposals received less enthusiasm (town centre mobile app 48%, smart technology 56%).
- **Key feedback messages**: Clear prioritisation of tangible physical improvements addressing vacant properties and enhancing markets over digital innovations, with strong support for community-led heritage events.
- **Implications for the Placemaking Plan**: Focus resources on the highly supported traditional management approaches like addressing vacancies and market improvements, while potentially scaling back or better explaining the benefits of digital initiatives.

3 Most Important

- Clear prioritisation with addressing vacant properties overwhelmingly identified as top priority (55% of respondents), followed by regeneration of the Slaughterhouse Arches (41%) and strengthening the Church Street independent quarter (30%).

What's Missing

- Five clear themes emerged:
    - concerns about Monnow Street's current state (particularly COVID-era modifications)
    - accessibility issues for elderly and disabled residents
    - need for more cultural and community spaces
    - concerns about retail diversity and economic vitality
    - calls for better maintenance of existing infrastructure.

1. Purpose Of This Report

This report provides information on the public consultation on the Monmouth Placemaking Plan, which took place between 14 March and 6 April 2025.

The consultation process was designed to gather views from residents, businesses, and others interested in the future of Monmouth on the vision and interventions for Monmouth town centre proposed to be included in the Monmouth Placemaking Plan.

The report contains:

- Information about the consultation process
- Collated feedback received
- Analysis of the feedback received

The feedback gathered through the consultation will inform the final Monmouth Placemaking Plan, to be produced in spring 2025.

2. How People Had Their Say

Consultation opportunities

The community was able to participate in the consultation by:

- Using Monmouthshire County Council's consultation platform, Let's Talk Monmouthshire, to view information on the Placemaking Plan process, register to receive updates, download the proposals, and complete an online version of the feedback survey.
- Attending one or both of the in-person drop-in consultation sessions held on 14 and 15 March 2025 in the Market Hall, Monmouth.
    - At these sessions, people could view a display of the draft proposals, discuss them with the consultant team and Monmouthshire County Council officers and provide feedback, and complete a hard copy of the feedback survey.
- Viewing an unattended display of the Placemaking Plan proposals in the Old Council Chamber at the Shire Hall between 17 March and 6 April.
- Completing a hard copy of the feedback survey, which could be obtained and returned to the Shire Hall throughout the consultation period.
- Emailing Monmouthshire County Council's regeneration team with comments.

Promotion

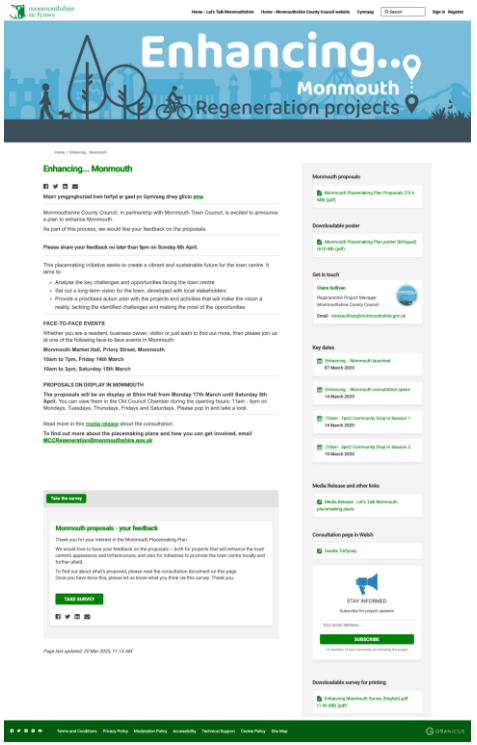
People were encouraged to have their say on the Placemaking Plan through:

- A joint press release
- Posts on local organisations' social media accounts
- An email to local stakeholder organisations
- Posters displayed by local businesses and organisations
- Correx board posters installed around Monmouth town centre

Examples of promotion material:

Poster in English and Welsh and example of them displayed around Monmouth town centre

Social media posts by Monmouthshire County Council (left), Monmouth Town Council (centre) and the Let's Talk Monmouthshire page (right):



Participation levels

In-person

222 people attended the in-person drop-in consultation sessions held on Friday 14 and Saturday 15 March in the Market Hall, Monmouth.

The highest attendance was observed during the morning hours on Saturday (10.00-12.00) and during lunchtime on Friday (12.00-14.00).

Hour	Friday	Saturday
10.00-11.00	16	27
11.00-12.00	16	26
12.00-13.00	19	11
13.00-14.00	19	19
14.00-15.00	15	18
15.00-16.00	13	Closed
16.00-17.00	14	Closed
17.00-18.00	5	Closed
18.00-19.00	4	Closed
Total	**121**	**101**

Let's Talk Monmouthshire platform

1240 people visited the Let's Talk Monmouthshire project page.

428 people downloaded/viewed the proposals document.

250 people completed the feedback survey, either online or on paper.

Email/correspondence

1 person sent feedback via email.

3. In-Person Consultation

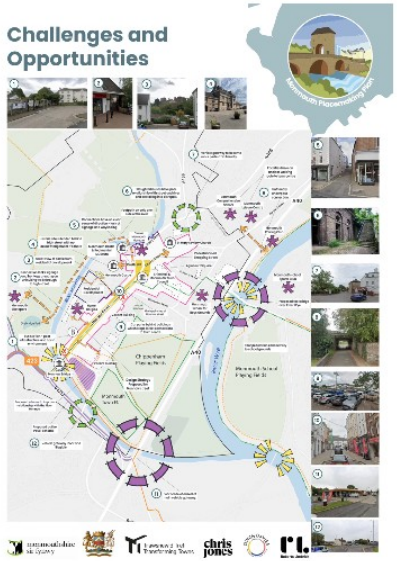
Format

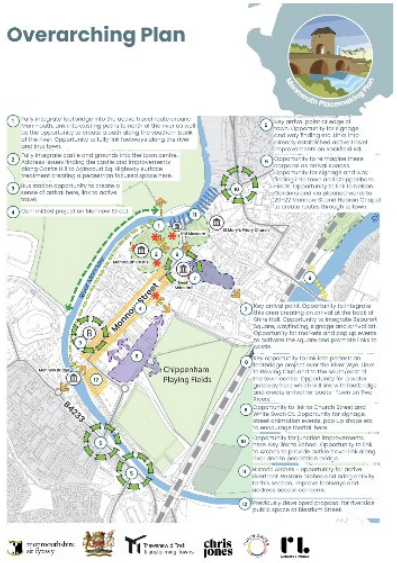
People attending the in-person consultation events were provided with:

- Display Boards (English and Welsh)
    - Purpose of consultation
    - Key facts and figures on Monmouth today
    - Place analysis
    - Draft vision
    - Opportunities Framework
    - Series of Themes and Proposals
    - How to Make Comments
- A6 cards with QR code and weblink to online feedback survey (English and Welsh)
- Hard copies of feedback survey (English and Welsh)
- Other comments – sticky notes
    - Other issues
    - Other ideas
- Large OS map for people to note specific locations for ideas and challenges

Images of the display boards and photos of the event are below.

Display Boards





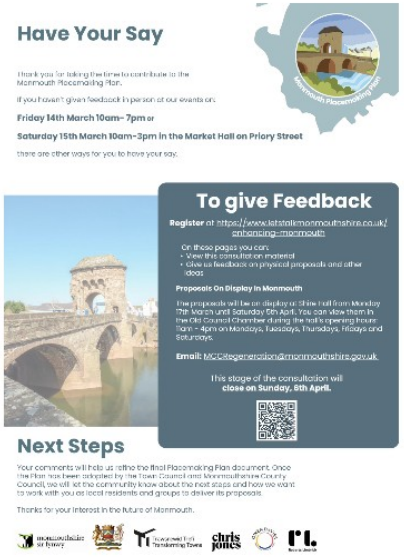
Bus Station Improvements
OBJECTIVE
An enhanced Bus Station for Monmouth incorporating new signage, landscaping and stands providing an attractive and welcoming station in Monmouth for those arriving by public transport
Primary public transport arrival point:

Slaughterhouse Arches
OBJECTIVE
A new life for the Arches. This living museum will animate the space and draw people to the 'castle core' linking to the Castle, Shire Hall and historic northern area of the town
Phased development approach:
First phase
Second phase

Dixton Road
OBJECTIVE
Create welcoming and distinctive entrances to Monmouth that give a strong first impression, guide people to the town centre, and reflect the town's character as the historic 'Jewel of the Wye Valley'
Main entrance from Hereford and Ross-on-Wye:

Other Gateway/ Arrival Projects
OBJECTIVE
Ensure that everyone arriving in Monmouth town centre - whether by bus, car, bike or foot - has a high-quality arrival experience with clear, attractive and accessible routes to their destination
RIVER WYE GATEWAY
Waterfront entrance linking town centre with River Wye:
GLENDOWER STREET AND SHIRE HALL ARRIVAL SPACE
Northern quarter arrival:
COMPREHENSIVE WAYFINDING STRATEGY
Connecting arrival points to destinations:

Place Management and Thematic Improvements
OBJECTIVES
VACANT PROPERTY AND ENTERPRISE SUPPORT
HERITAGE AND INTERPRETATION
SMART TOWN
ACTIVITY AND EVENTS
PLACE MANAGEMENT ACTIVITIES


Have Your Say
Thank you for taking the time to contribute to the Monmouth Placemaking Plan.
If you haven't given feedback in person at our events on:
Friday 14th March 10am- 7pm or
Saturday 15th March 10am-3pm in the Market Hall on Priory Street
there are other ways for you to have your say.
To give Feedback
Register at https://www.letstalkmonmouthshire.co.uk/enhancing-monmouth
On these pages you can:
• View this consultation material
• Give us feedback on physical proposals and other ideas
Proposals On Display in Monmouth
The proposals will be on display in Shire Hall from Monday 17th March until Saturday 5th April. You can view them in the Old Council Chamber during the hall's opening hours: 10am - 4pm on Mondays, Tuesdays, Thursdays, Fridays and Saturdays.
Email: MCCregeneration@monmouthshire.gov.uk
This stage of the consultation will close on Sunday, 6th April.
Next Steps
Your comments will help us refine the final Placemaking Plan document. Once the Plan has been adopted by the Town Council and Monmouthshire County Council, we will let the community know about the next steps and how we want to work with you as local residents and groups to deliver its proposals.
Thanks for your interest in the future of Monmouth.

Photos Of In-Person Consultation Event

Key Messages

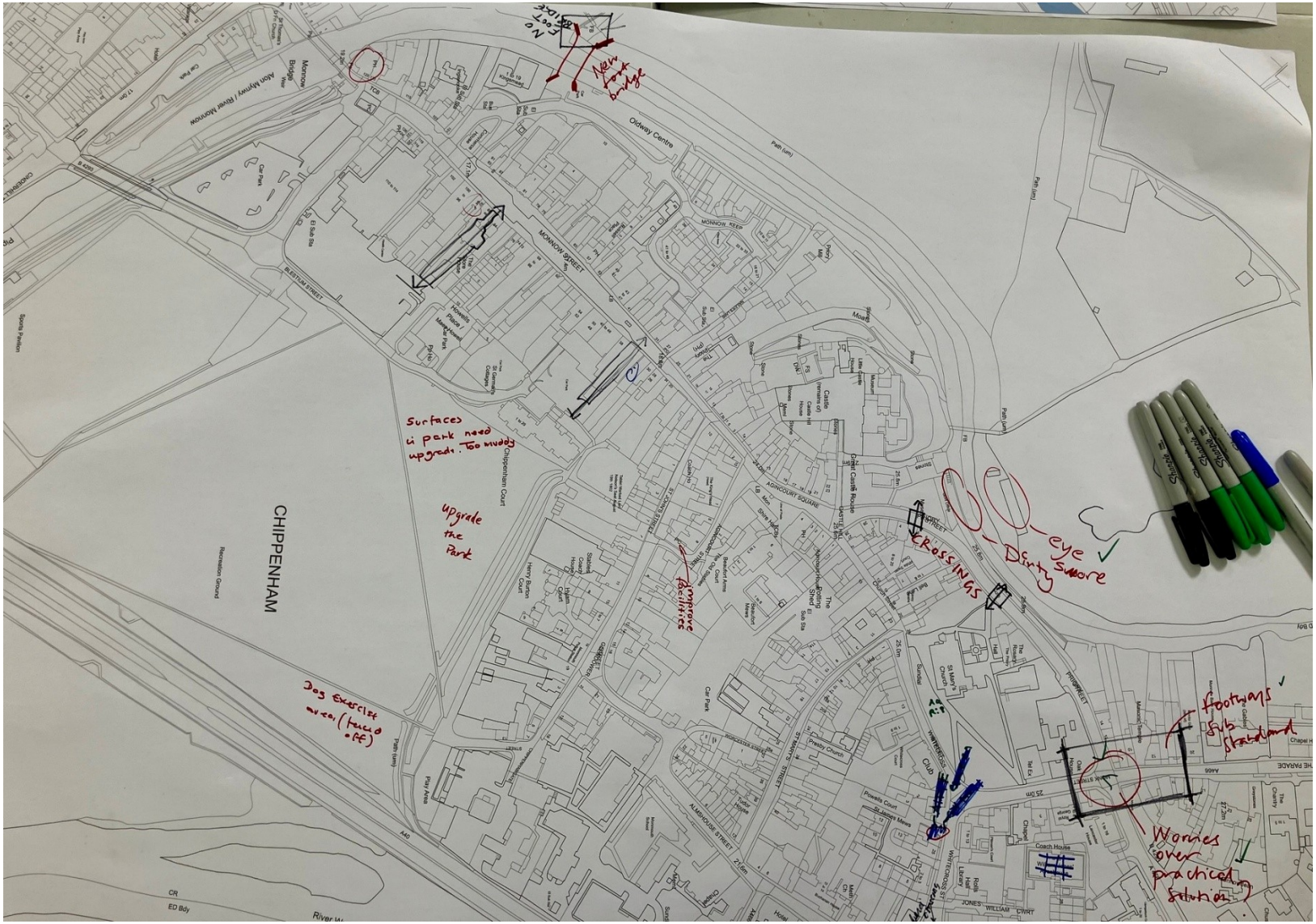
Public Realm & Maintenance	Buildings & Vacant Properties	Activities & Amenities	Implementation Concerns
• If the current pavement 'widening' remains, planters, pavements etc need a lot of tidying as there are huge puddles • Maintenance, civic pride, cleaning, policing, management, zero tolerance needed • Rotten planters need attention • Dog poo issues • Food bins needed • Commercial bin locations need screening • Commercial rubbish is out on Sunday - needs management • Town centre needs to encourage and support volunteers to take ownership to maintain and clean areas	• Dilapidated buildings on Monnow Street create a major poor impression • Vacant properties need targeting • Prioritise the empty buildings on Monnow Street and Church Street • Market Hall identified as a key building to repurpose • Slaughterhouse Arches: turn into vibrant zone by renting out spaces as open workshops for bakers, local makers etc. (like Raglan Castle Mews and craft renaissance) • Slaughterhouse Arches plan praised as "brilliant" by multiple commenters	• Lack of indoor play provision at leisure centre • Chippenham Fields: too sport dominated; not enough space for dogs off leads • Can we have an escape room? Great for families and could link well with the museum • Indoor market like they have in Abergavenny • A snooker and darts venue for everyone, not just members • Somewhere for youngsters to go • Support for autistic adults • Encourage more food and drink businesses with areas for outside seating • More food-based café/bistro in town centre	• We want to see visible change as soon as possible • Need more on 'how to make it happen' • What will turn 'opportunities' into schemes? What is the action plan? • Achieving the vision will require economic action not just townscape action • Put wrong things right first • Need to prioritise Monnow Street: street scene, buildings, traffic plan and management • 'Place Manager' could be crucial whereas the exhibit is dominated by public realm works

• Planters on Monnow St ripped out - clean up, have shops own a planter • Better public toilets needed		• Shops: Peacocks, Primark, affordable food & drink options requested • River: be more ambitious with access for paddle sports, food & drink, evening economy, make it a destination	• Abergavenny and Ross are both thriving: what is it about Monmouth that's different? • Great proposals by and large but don't overdo it and spoil this lovely town • "Nothing it's amazing!" (positive comment about the town)

Gateways & Arrival Points	Parking	Community Needs	Identity & Communication
• Improve the Bus Station to reflect its importance as a key gateway for residents and tourists • Church Street entrance: clear away clutter and signs, reoccupy empty Santander, improve dilapidated buildings, then improve signs • Pleased to see proposed improvements to Hereford Road traffic lights • Opportunity for arrival and destination signage or artwork at key entry points	• New car park should be free • Free car parking (mentioned twice) • Herringbone parking suggested • Need more car parking at the northern end of town	• Housing for local people • More police on the beat • Getting a pram into a coffee shop is hard • Walking classes of children into and out of town can be challenging • Locate the new health and wellbeing centre in the town centre not on the edge of town down residential roads • Riverside walks - access to countryside very beneficial to health and wellbeing • Monnow Bridge riverbank bund: can't see other kids/ducks	• "What's on!" - need better communications on investment and new openings • Better communication across town - non-digital for older audience • Identity: contemporary music, more visible representation in the centre; public art/information • Outdoorsy town but needs better connections

Footpath & Connections	Transport & Movement
• Need to improve unsightly area across Monnow from Slaughterhouse Arches • Kingswood Gate connections to town centre need improvement (seconded by another commenter) • Quality of pavements on Monnow Street need improving • Reopen Inglis Bridge - closed too long and important for elderly/young people to access Vauxhall Field, Bridges and Hospital • Why not create a footpath and bridge from the car park by Bridges directly into the Home Bargains car park? • Wider active travel routes needed • Need to improve steep camber on some pavements • Cycle ramps needed at Tibbs Bridge • Osbaston footbridge - repair essential • Dropped kerbs needed at crossings on Priory Street • If you cycle from Chippenham Fields across the A40, the cycle path ends - a dropped kerb allowing easier road crossing would help	• Public transport needs improvement: frequency and time of day • Cycle paths: need to get off bikes at garage roundabout; need cycle crossing • Make Agincourt Square easier for vehicles • Reinstate a roundabout at end of Wonastow Road/Bridges due to poor visibility • Close from Estero Lounge to top of pinch point to all traffic during 08:00 to 17:00 • The one-way on Goldwire Lane next to the Green Dragon should allow mobility scooters and bikes to go two ways - replace "no entry" with "no motor vehicles" • Pedestrianise Monnow Street • Introduce a tram from Osbaston to Rockfield • "Shared" pathways do not work • Dixton Road traffic lights: trees on the plan will obscure lights • Delivery vehicles in main street must have access • Why this constant 'narrow the carriageway'? It's bad enough now with the huge tractors and lorries • More accessible public transport

Plan Notes

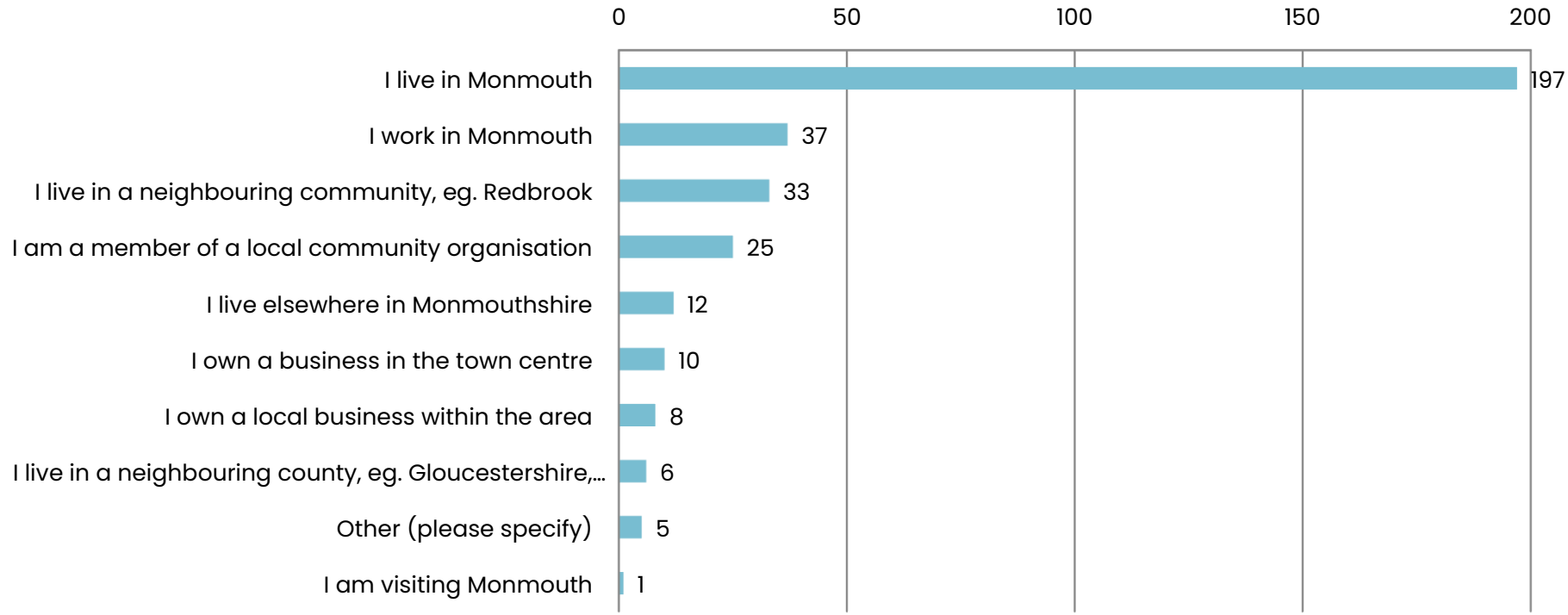

Surfaces in park need upgrade. Too muddy
Upgrade the Park
Improve facilities
Dog exercise area (fenced off)
CHIPPENHAM
Chippenham Court
Recreation Ground
Car Park
Play Area
Bowls Pavilion
Monnow Bridge
Odeway Centre
MONNOW STREET
MONNOW KEEP
BLESTIUM STREET
Castle (remains of)
Castle House
Shire Hall
AGINCOURT SQUARE
CROSSINGS
eye sore
Dirty
Footways sub standard
Worries over practicality
Coach House
ST MARY'S STREET
PRIORY STREET
WATERSIDE
ALMSHOUSE STREET
JONES WILLIAM CT
THE PARADE
A466
A40
River
ED Bdy
CR

4. Let's Talk Monmouthshire Consultation[1]

Respondents

Most respondents live in Monmouth (79%) or a neighbouring community (13%). Fewer than a quarter of respondents (13%) work in Monmouth.

Figure 1: Who are you?

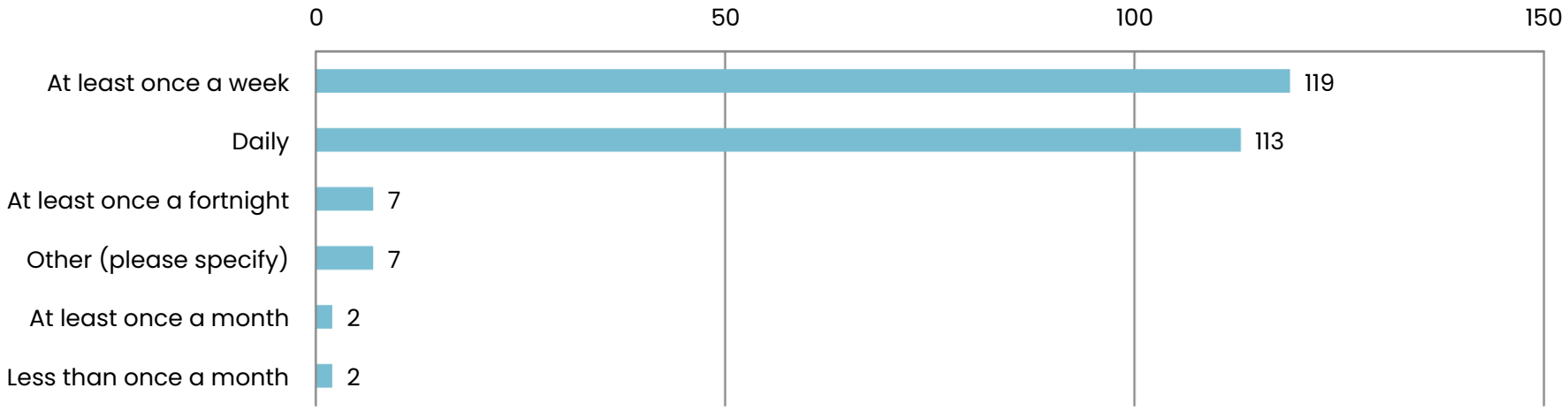


[1] This section includes the feedback submitted through the paper questionnaires.

Source: Let's Talk Monmouthshire survey, n=250

Most respondents (93%) visit Monmouth town centre daily or at least once a week.

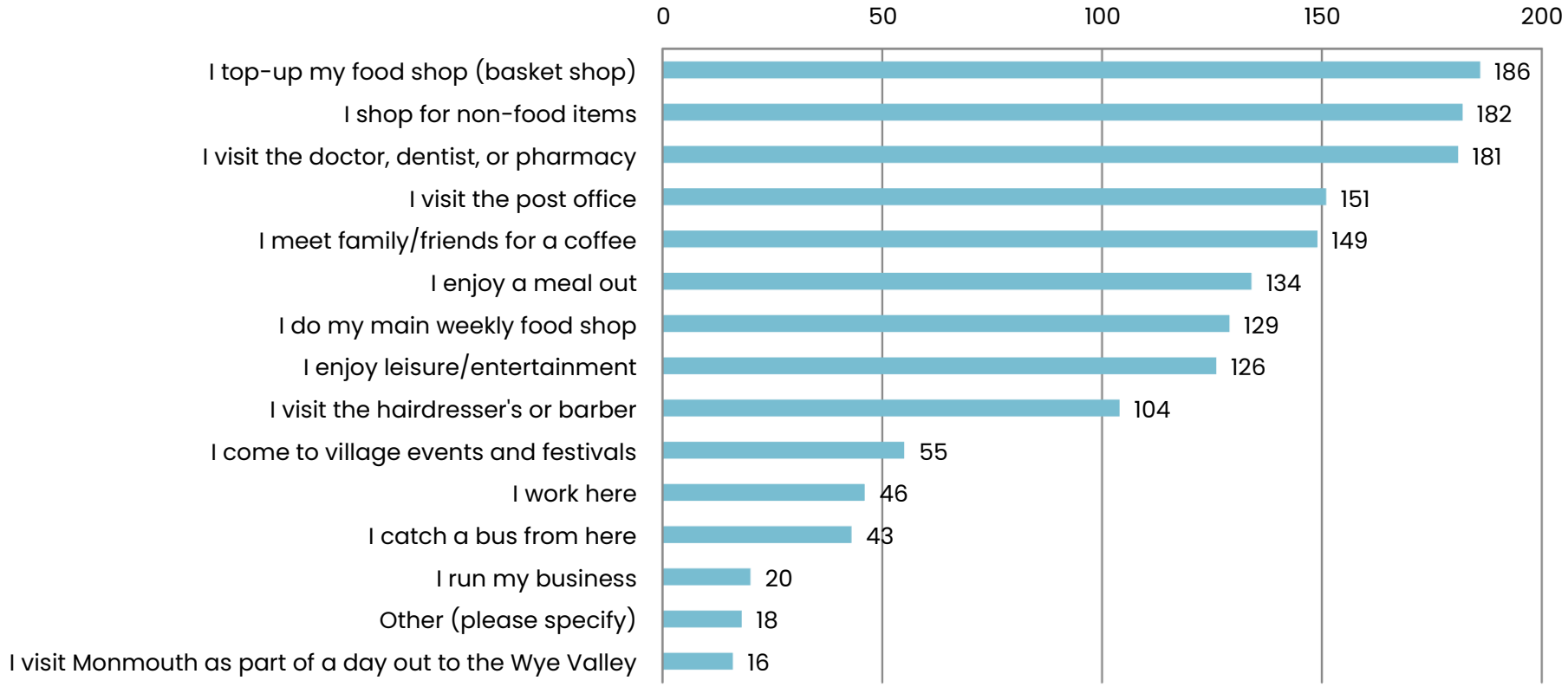
Figure 2: How often do you visit Monmouth town centre?



Source: Let's Talk Monmouthshire survey, n=250

More than half of respondents visit the town centre to shop (top-up food shop or shop for non-food items) or use local services (health or post office). Around half of respondents visit the town centre for social and/or leisure reasons (meet family/friends for a coffee, enjoy a meal-out, or enjoy leisure/entertainment). Other reasons stated include volunteering, going to school, or playing sport.

Figure 3: What are the main reasons you visit the town centre? (tick all that apply)



Source: Let's Talk Monmouthshire survey, n=250

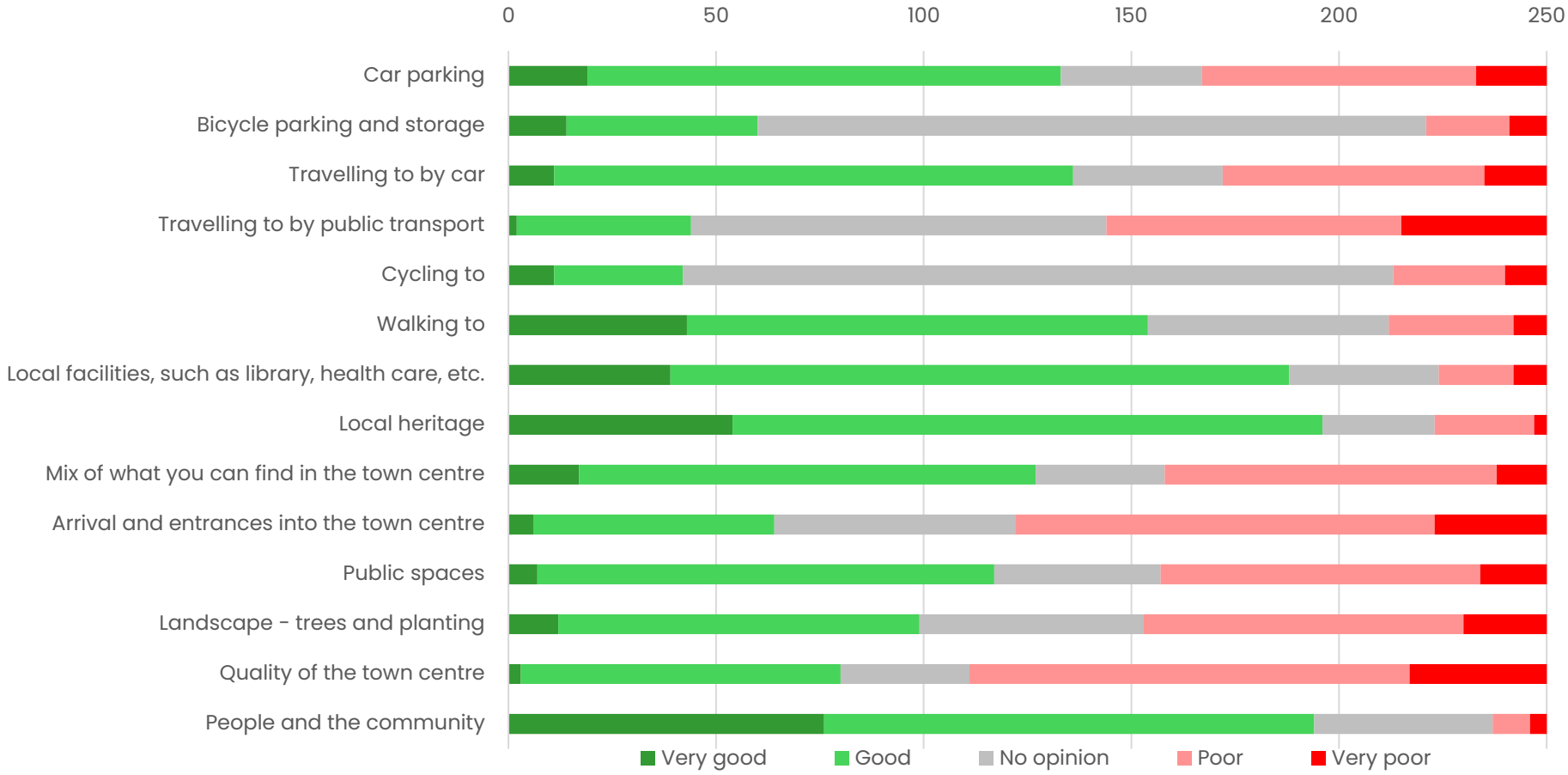
Monmouth Today

The consultation data reveals several key areas requiring significant improvement in Monmouth town centre. The aspects receiving the poorest ratings include quality of the town centre, arrival and entrances, travelling by public transport, and landscape features. Most notably, public transport accessibility stands out as particularly problematic, with a high proportion of "poor" and "very poor" ratings and minimal positive feedback. Similarly, the quality of town centre entrances and overall town centre quality show concerning levels of dissatisfaction, suggesting these should be priority areas for enhancement in the Placemaking Plan.

The town's strongest assets appear to be its local heritage and community spirit, both receiving substantial "very good" and "good" ratings with minimal negative feedback. Local facilities such as the library and health care services also scored favourably, as did the mix of offerings available in the town centre. The strong positive sentiment toward people and community (which shows the highest consensus of satisfaction) highlights Monmouth's social cohesion as a key strength to build upon in future development plans.

Interestingly, walking accessibility shows one of the most divided opinions, with significant proportions rating it both very positively and negatively, suggesting inconsistent experiences depending perhaps on location or personal circumstances. Similarly, car parking demonstrates polarised views, with substantial numbers in both positive and negative categories, indicating this is a contentious issue. Conversely, aspects with strongest consensus include local heritage (predominantly positive) and public transport (predominantly negative), providing clear direction for which assets to celebrate and which services urgently require improvement in the Placemaking Plan.

Figure 4: How do you rate the town for the following...



Source: Let's Talk Monmouthshire survey, n=250

The survey results indicate a significant concern regarding Monmouth's ability to meet the needs of young people, which emerges as the most problematic aspect with the largest proportion of negative responses. More than half of respondents either "somewhat disagree" or "definitely disagree" that the town meets young people's needs, with very few expressing strong positive opinions. Car parking also presents a notable challenge, with considerable disagreement about ease of parking in the town centre, suggesting this remains a contentious infrastructure issue.

The town's strongest attributes appear to be its social environment and independent character. There is strong consensus that Monmouth town centre is a good place to meet friends and family, with the highest combined percentage of positive responses. Similarly, the town's independent character receives substantial positive recognition. Access to local services such as doctors and dentists also scores relatively well.

Figure 5: To what extent do you agree or disagree with the following statements about Monmouth?

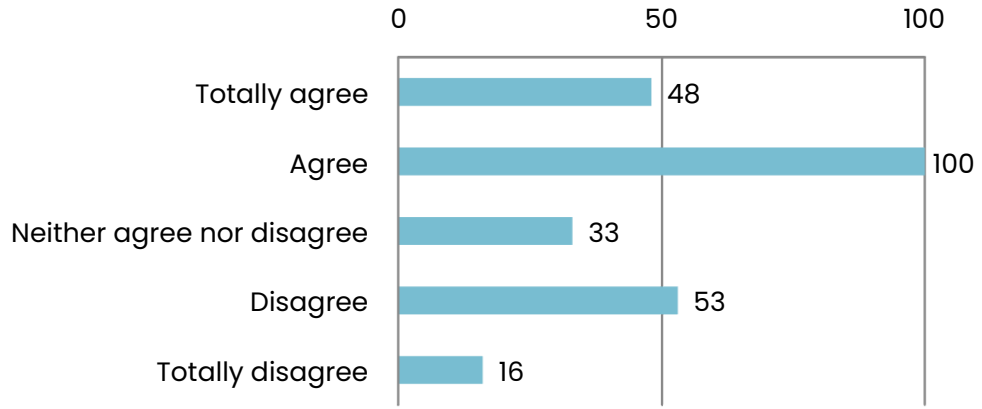
Source: Let's Talk Monmouthshire survey, n=250

Draft Vision

The consultation results show mixed opinions about the proposed vision for Monmouth, with a majority supporting it (59% either "Agree" or "Totally agree"), but a significant minority (28%) either disagreeing or totally disagreeing, while 13% remain neutral.

Figure 6: To what extent do you agree with the proposed vision that shows what the town centre could be in the future with the right support and investment?

'Monmouth has become more vibrant, colourful, and welcoming, where residents and visitors alike enjoy its lively atmosphere. As the "Jewel of the Wye Valley," the town seamlessly blends its rich heritage with modern-day attractions. Historic sites host cultural festivals a n d artisan markets, while green, welcoming streets offer thriving retail, diverse eating out, and entertainment. Weekly events, cycling routes, and a revitalised riverside create a dynamic, connected, and sustainable community, making Monmouth a great destination for culture, leisure, and accessing the natural beauty.'



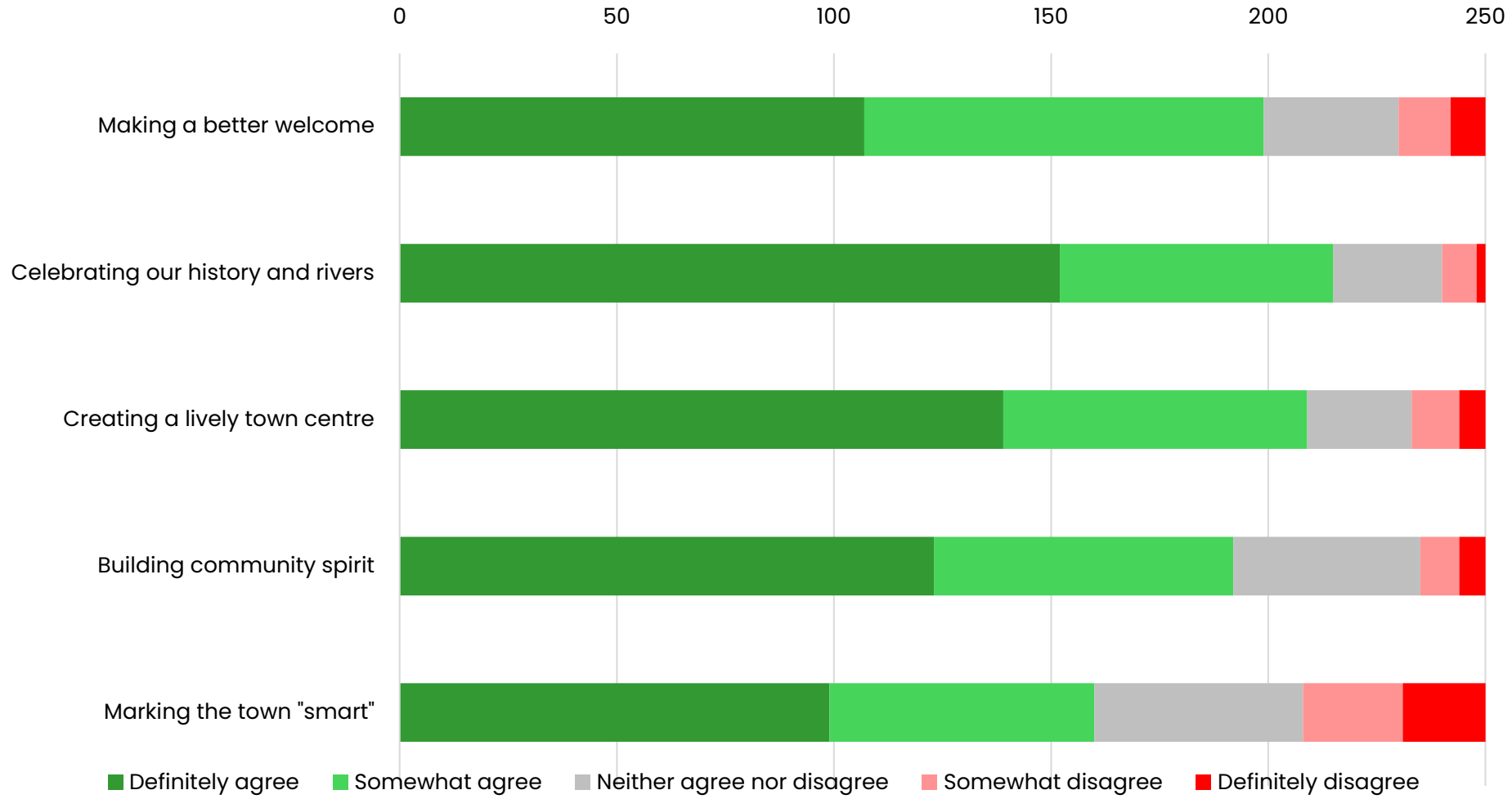
Source: Let's Talk Monmouthshire survey, n=250

5 Goals

The survey results indicate overwhelming community support for heritage-focused and vitality-driven priorities for Monmouth's development. "Celebrating our history and rivers" received the strongest endorsement with 86% agreement and minimal opposition, closely followed by "Creating a lively town centre" with nearly identical support levels. "Building community spirit" and "Making a better welcome" both garnered substantial positive feedback, though with slightly less intensity than the top two priorities, with the welcome initiative showing a more balanced distribution between "definitely" and "somewhat" agree responses.

The "Making Monmouth smart" initiative stands as the outlier, receiving the least enthusiastic support among all priorities. While still backed by a majority, this digital-focused initiative generated significantly more neutral responses and the highest level of disagreement (17%).

Figure 7: To what extent do you agree with the five goals that provide the overarching strategy for the town centre?

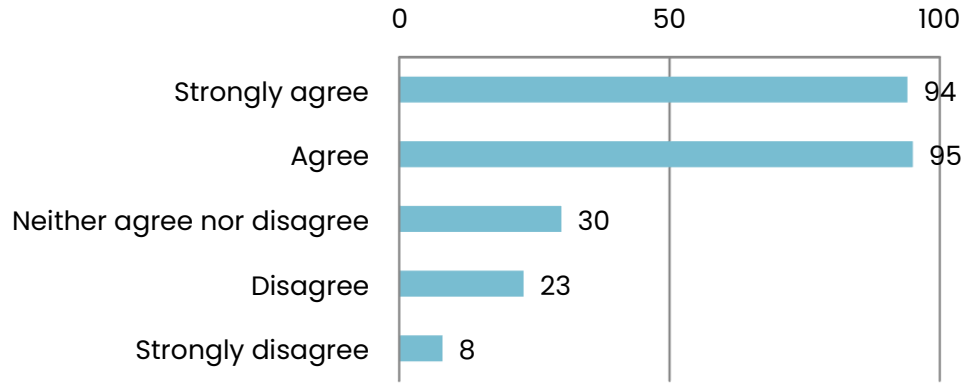


Source: Let's Talk Monmouthshire survey, n=250

Castle Hill Area

A substantial majority of respondents (76%) support improving visibility and access to the Castle area from Agincourt Square, with 38% strongly agreeing and 38% agreeing with the proposal, while 12% remain neutral and only 12% express opposition (9% disagree, 3% strongly disagree), indicating this castle accessibility enhancement receives broad community backing and would likely be a well-received component of the Monmouth Placemaking Plan.

Figure 8: Do you agree with the need to improve the visibility and access to the Castle area from Agincourt Square with a more welcoming entrance using surface treatments, signage and interpretation?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents[2]

Those who agreed with the proposal frequently mentioned:

[2] Feedback open text comments are provided verbatim.

1. **Discoverability issues**
    - E.g. "I have lost count of times had to direct visitors to the Castle"
2. **Signage improvements**
    - E.g. "Sign posting is urgently needed in Agincourt Square"
3. **Access concerns**
    - E.g. "Often see people looking for the castle or going in the right direction and turning around as they see the ministry of defence signs"
4. **Potential for enhancement**
    - E.g. "Currently an under exploited area that has potential to attract footfall"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed **scepticism about implementation**, e.g. "I struggle to see how improvements can be made- the entrance to Castle Hill is very narrow".

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed often cited:

1. **Prioritisation concerns**
    - E.g. "Before visually enhancing Monmouth, you need to consider and improve infrastructure"
2. **Sufficiency of current arrangements**
    - E.g. "Castle Hill does not need improving there is plenty of information and great information boards"

Cross-cutting Themes

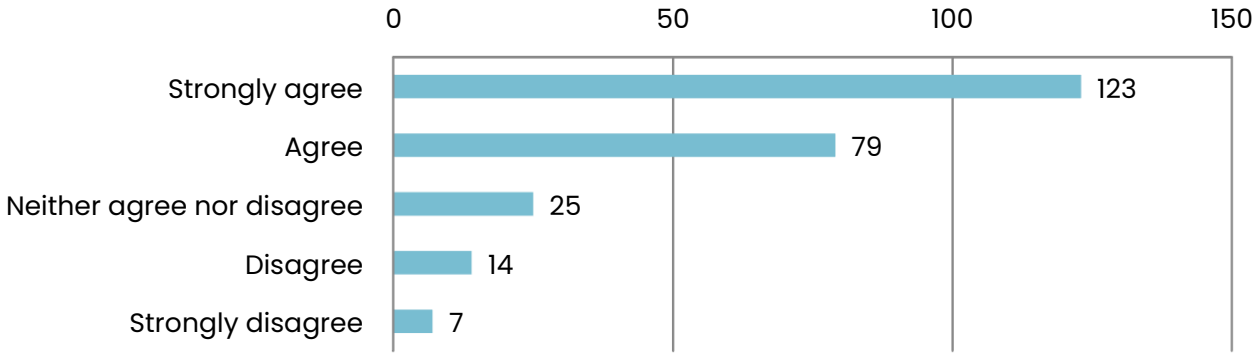
Regardless of whether respondents agreed or disagreed, several themes appeared consistently:

1. **Perceived ownership issues**
    - "The Castle is Ministry of Defence property, and the Royal Monmouth Royal Engineers must be consulted"
    - "The castle site often feels like a private site"
    - "There should be open access to the castle for all, currently it is restricted because of the military camp"
2. **Physical constraints**
    - "You've got a job on your hands-it's hidden behind loads of private buildings with just one steep access route"
    - "Access will always remain difficult (for vehicles) because of adjacent buildings"
    - "Tricky to achieve since the castle is hidden away by other buildings"
3. **Potential for enhanced experience**
    - "I also think this could be used as a space for ad hoc outdoor theatre shows, think Shakespeare with castle backdrop"
    - "We need events (both daytime including a local foodie themed event and outdoor theatre, outdoor cinema, music in evenings)"
    - "A weekly guided tour would be a good idea, organised by the Shire Hall"
4. **Connection to wider town features**
    - "The route down to Tibbs bridge really needs improving too"
    - "Include Regimental Museum in this"
    - "Needs to include improving the footpath to Tibbs bridge"
    - "The view of the castle from down by the mono is the biggest asset and there should be a way to walk back from there"

Church Street independent quarter

Respondents overwhelmingly endorse plans for new entrance features, signage and lighting in Church Street and White Swan Court to support independent businesses, with 82% expressing support (50% strongly agreeing and 32% agreeing), while only 10% remain neutral and a mere 8% express opposition (6% disagreeing and 3% strongly disagreeing), suggesting this initiative to enhance Monmouth's independent retail area commands strong community backing.

Figure 9: Do you agree with introducing new entrance features, signage and lighting to support the independent business in Church Street and White Swan Court?



Source: Let's Talk Monmouthshire survey, n=248

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed with the proposal frequently mentioned:

1. **Building Condition Concerns**
    - E.g. "Make owners accountable to repair their properties instead of allowing them to collapse into the street"
2. **Potential of the Area**

- E.g. "This could be Monmouth's equivalent to York's Shambles"

3. **Business Support**
   - E.g. "Maintenance of 'occupancy' needs to be addressed as businesses seem to 'come and go'"
4. **Specific Improvements**
   - E.g. "More on street tables and chairs needed, more in street entertainment too"
5. **Wider Connections**
   - "Focusing on key areas to attract visitors will support local businesses"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views expressed:

1. **Doubts about the approach**
   - E.g. "I think money would be better spent on building maintenance, more shops being ready and greenery"
2. **Practical concerns**
   "Would be more welcoming if the street surface was better and no eye sore buildings"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Prioritisation concerns**
   - E.g. "Not the right emphasis...beautification won't alter the fact that the town is dead"
2. **Current state sufficiency**
   - "It is satisfactory/okay/good as it is"
3. **Deeper criticisms of the approach**

- "Church Street has been barricaded from Agincourt Square by unsightly planters and a bike rack. The drop off area for coaches has been blocked in meaning a huge loss of custom from tourists. Please spare us from more ill thought out changes"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

1. **Building condition and enforcement**
   - Frequent mentions of specific buildings in disrepair (former greengrocer, former baker)
   - Questions about council powers to compel building owners to maintain properties
   - Suggestions for compulsory purchase of neglected buildings
   - Concerns about safety of deteriorating buildings
2. **White Swan Court**
   - "Part of Swan Court (shop backs) is neglected with the tunnel often dirty"
   - "White Swan Court needs an uplift"
   - "White Swan Court in particular needs better signage and smartening of the non-building aspects of the court"
   - "Improve lighting under both archway accesses to White Swan court, to encourage pedestrians into the court area"
3. **Business rates and support**
   - "Reduce business rates. Support businesses"
   - "The rates are much higher than Ross now - trading very difficult"
   - "Over stringent regulations on property maintenance and refurbishment of degraded buildings could be relaxed"
   - "Supporting local businesses to take up these empty units would help to increase footfall"
4. **Accessibility concerns**
   - "Making sure not to clutter the entrances too much, or look to combine street furniture to do away with some clutter, so as to promote better accessibility"

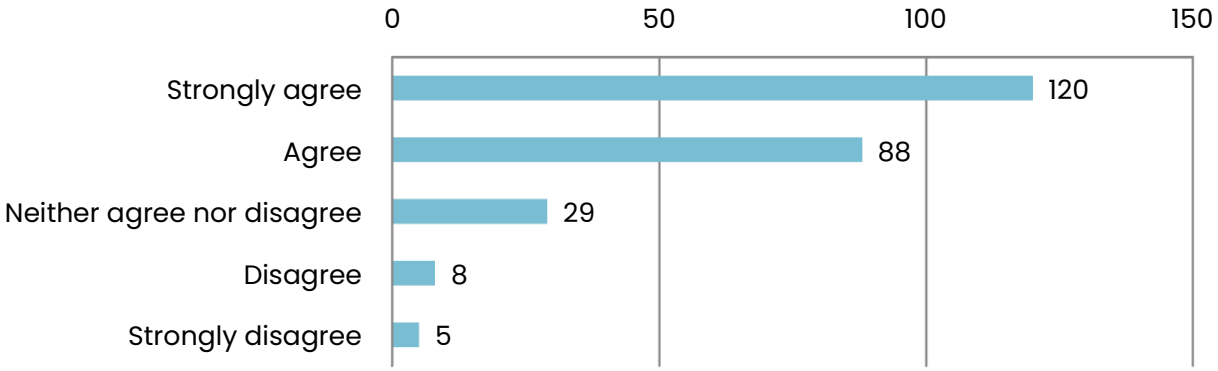
- "Remove all the a boards and make one proper signpost sign"
- "Boards are an obstruction to wheelchairs and pushchairs also mobility scooters"
- "Sort out the street furniture! For physically disabled and visually impaired paired especially it is hard to navigate"

5. **Connection to implementation and existing plans**
    - "Why is this included in the scheme it is already well under way something that Monmouth Town Council has been working on for some time"
    - "This has already been given the go ahead and funding? Why is this even a question when work should be going ahead"
    - "These are already in progress, are they not?"
    - "Apart from the signage from the carparks and Agincourt Square, the project is well on its way"

Agincourt Square

Respondents show strong enthusiasm for encouraging regular markets and events supported by new infrastructure, with 83% expressing approval (48% strongly agreeing and 35% agreeing), while just 12% remain neutral and only 5% oppose the idea (3% disagreeing and 2% strongly disagreeing), indicating substantial community appetite for enhanced market and event facilities in Monmouth town centre.

Figure 10: Do you agree with encouraging regular markets and events with the support of new infrastructure such as power, water and movable seating and shelters?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Agincourt Square proposals frequently mentioned:

1. **Market Improvements and Consolidation**
    - E.g. "A great idea, but space is a problem. This should be the location of the weekly market. Not in Blestium street"
2. **Space Utilisation**

- E.g. "This building should be lit up and used, especially in the spring summer months. A beautiful place that is closed most of the time"

3. **Traffic and Pedestrian Concerns**
   - E.g. "I'd like to see less parking on the paved areas and parking on pavements here, it would help make the space more pedestrian friendly"
4. **Events Potential**
   - E.g. "Agincourt Square should be the jewel in the crown – monthly food markets, craft fairs etc. Street performance"
5. **Implementation Considerations**
   - E.g. "I agree WITH CONDITIONS. Materials need to be considered, not too modern"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Concerns about approach**
   - E.g. "Agree in principle, but would like to enhance this area as a place for people to sit, meet, children to play etc. As a public space in centre of town, I'm worried that markets and events might squeeze thin casual community use"
2. **Practical questions**
   - E.g. "Somewhat limited space for more market stalls plus access for stallholders requires innovative and lateral thinking otherwise it will fail and waste money"
3. **Priority concerns**
   - E.g. "Not sure it is top priority"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Practical constraints**
    - E.g. "Because the roads have been narrowed it would cause to much additional chaos to have a regular market back in this area. Market should stay at bottom of town"
2. **Concerns about impact**
    - E.g. "The market obscures the entrance to Shire Hall meaning many visitors do not realise that they can enter"
3. **Past experiences**
    - "Agincourt square was renovated a few years ago at a cost of £100,000 to regenerate the top of the town. It has had no effect. Disrupting the square again to add services is an unnecessary intrusion"

Cross-cutting Themes

Regardless of level of agreement, several themes appeared consistently:

1. **Market location and consolidation**
    - Strong desire to unify the currently split market in one location
    - Preference for central location in Agincourt Square over Blestium Street
    - Suggestions to use Market Hall for its original purpose
2. **Quality and type of market offerings**
    - Desire for higher quality stalls with local/artisanal products
    - Interest in themed markets (food, crafts, etc.)
    - Comparisons to successful markets in nearby towns (especially Abergavenny)
3. **Traffic and pedestrian balance**

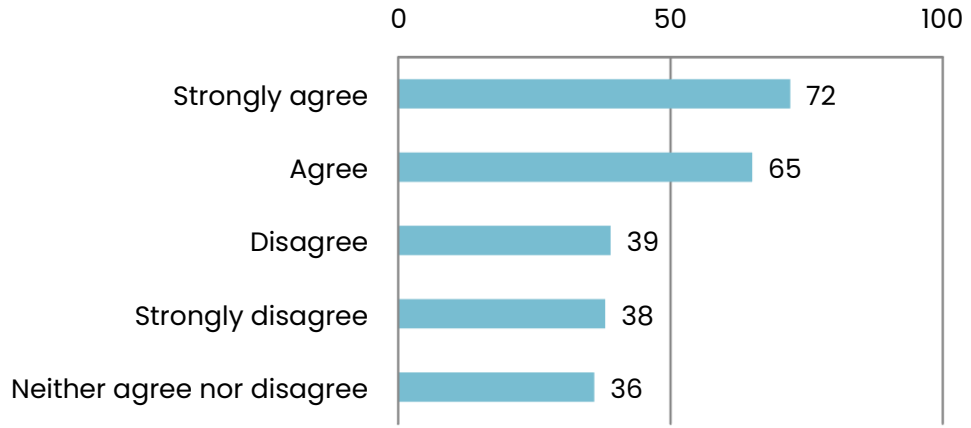
- Tensions between pedestrianisation desires and traffic/parking needs
- Concerns about access for traders and delivery vehicles
- Need for better bus stop facilities

4. **Shire Hall integration**
   - Questions about Shire Hall accessibility and opening hours
   - Desire to better integrate the building with the square
   - Suggestions for improved lighting to highlight the building
5. **Comparison to other towns**
   - Frequent references to Abergavenny as a successful market town model
   - Mentions of other local towns with better planting/public spaces
   - References to successful historic market areas elsewhere (e.g., Borough Market)

Cinderhill Street gateway

Respondents show mixed views on improving the Cinderhill Street gateway with planting, narrower roads, raised footways, signage, lighting and public art, with 55% supporting the proposal (29% strongly agreeing and 26% agreeing), while 14% remain neutral and a substantial 31% oppose the changes (16% disagreeing and 15% strongly disagreeing), revealing this as one of the more divisive proposals.

Figure 11: Do you agree with the proposal to improve the gateway into from Cinderhill Street with planting, narrower roads, raised footways, new signage, lighting and public art?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Cinderhill Street Gateway proposals frequently mentioned:

1. **Pedestrian Safety Improvements**
    - E.g. "This area is currently very difficult to traverse on foot, with no clear crossings or poor quality crossings"

2. **Poor Current Appearance**
    - E.g. "It would be nice if this area looked more aesthetically appealing for all those who enter town from this direction"
3. **Traffic Management**
    - E.g. "Any improvement to slow down traffic, make it feel like a part of the town rather than a route from A to B"
4. **Design Considerations**
    - E.g. "Definitely needs trees and better street lighting"
5. **Prioritisation**
    - E.g. "This is the main gateway and needs improving"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Conditional support**
    - E.g. "More trees and greenery is never a bad thing but need to be wary of maintenance"
2. **Traffic flow concerns**
    - E.g. "Narrowing the roads feels like it could cause issues for high levels of traffic coming off the motorway exacerbating congestion"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Traffic flow disruption**
    - E.g. "Narrowing roads any further will cause/already causes real problems for pedestrians"
2. **Misplaced priorities**
    - E.g. "Nice looking but funding would be better spent on the high street"
3. **Practical concerns**
    - E.g. "Who's going to attend to tree roots lifting pavements? Who's going to attend to masses of leaves in autumn?"

Cross-cutting Themes

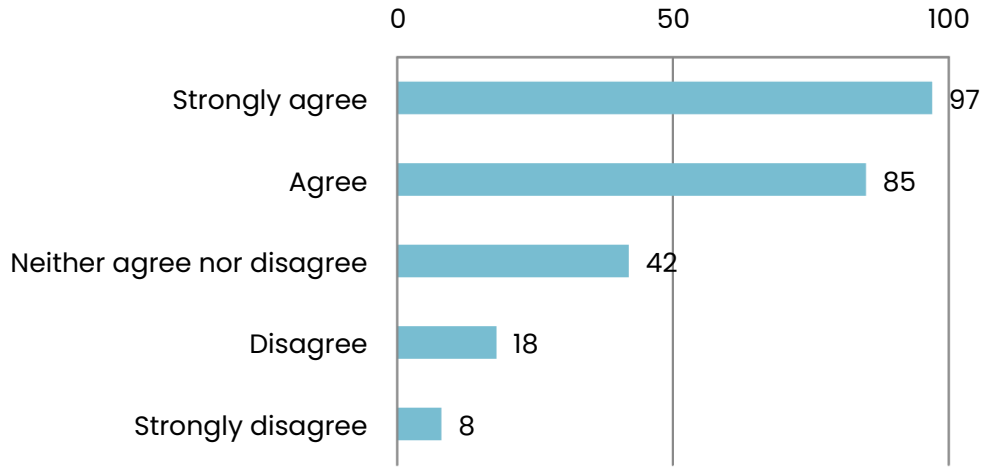
Regardless of level of agreement, several themes appeared consistently:

1. **Road width and traffic flow**
    - Strong concerns about narrowing roads from many respondents
    - Worry about congestion, especially when the A40 is closed
    - Questions about how large vehicles (buses, delivery trucks) would navigate
    - Reference to previous road narrowing schemes perceived as unsuccessful
2. **Maintenance concerns**
    - Scepticism about long-term maintenance of planted areas
    - References to existing planters and green areas that aren't well maintained
    - Concern about tree roots damaging pavements and roads
    - Worries about fallen leaves becoming hazardous
3. **Aesthetics vs. functionality**
    - Tension between making the area more attractive and maintaining its functionality
    - Desire for sympathetic design that reflects Monmouth's historic character
    - Concern about urban/modern elements not fitting the town's character
    - Appreciation for trees and greenery if properly maintained
4. **Pedestrian and cyclist safety**
    - Mixed views on shared spaces for pedestrians and cyclists
    - Concerns about visibility at junctions, especially with added greenery
    - Need for proper crossings, particularly for vulnerable pedestrians
    - References to existing problem areas and pinch points

Bus Station improvements

Respondents strongly favour improvements to the bus station's appearance, with 73% supporting the proposal (39% strongly agreeing and 34% agreeing), while 17% remain neutral and only 10% express opposition (7% disagreeing and 3% strongly disagreeing), indicating substantial community backing for enhancing this key transport hub in Monmouth with upgraded layout, shelters, public art, landscaping and travel information.

Figure 12: Do you agree with the proposal to improve the appearance of the bus station with upgraded layout, shelters, public art, landscaping and travel information?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Bus Station proposals frequently mentioned:

1. **Shelter and Comfort Improvements**

- E.g. "Needs better shelters to protect bus users from the weather. Would encourage public transport use if it didn't involve a half hour waiting in freezing wind and rain"

2. **Current Poor Appearance**
   - E.g. "It also has the 'back of a superstore' aesthetic currently and does not reflect the historical nature of the town"
3. **Environmental Improvements**
   - E.g. "No running of engines when buses waiting - to cut down pollution"
4. **Information and Signage**
   - E.g. "Some buses stop on one side of the bus station. Others stop on the opposite side. It's not always obvious"
5. **Practical Concerns and Prioritisation**
   - E.g. "To me this is a quick win option. There is little that is required here apart from additional planting and signage"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Service frequency concerns**
2. **Usage questions**
   - E.g. "I'm not sure how busy the bus station is due to a lack of public transport"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Misplaced priorities**
   - E.g. "This is not a priority - we need to increase bus frequency and bus times in the evening/night time"
2. **Current adequacy**
   - E.g. "I think the bus station is fine the way it is for the number of buses we have passing through Monmouth"
3. **Implementation concerns**
   - E.g. "It is a dangerous area and vision needs to be clear. Low plants not trees"

Cross-cutting Themes

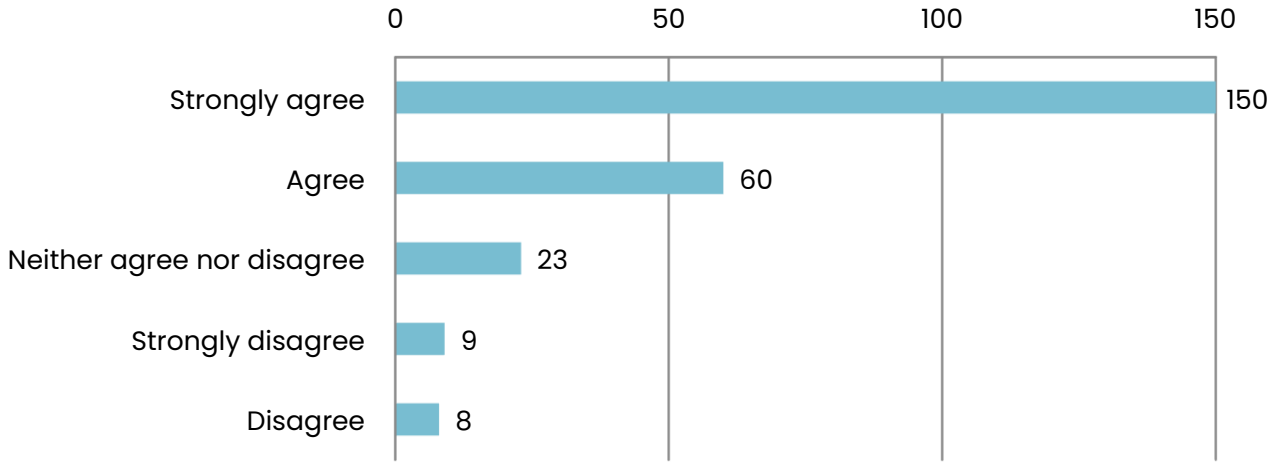
Regardless of agreement level, several themes appeared consistently:

1. **Bus service improvements**
    - Strong desire for more frequent buses and better connections
    - Requests for evening and weekend services
    - Desire for better connections to key destinations like Newport, Cardiff, and Abergavenny
    - Mentions of potential coach services and National Express connections
2. **Practical functionality**
    - Need for clearer signage about which buses stop where
    - Concerns about space for buses to manoeuvre
    - Need for adequate shelter from rain and weather
    - Questions about pedestrian safety and crossings
3. **Integration with broader transport systems**
    - References to lack of train station and need for better connectivity
    - Suggestions for coach parking
    - Desire for better regional connections
    - Comments about the relationship between the bus station and car parks
4. **Aesthetic and maintenance concerns**
    - Mixed views on public art installations
    - Concerns about maintenance of planted areas and trees
    - Desire for design that fits Monmouth's historic character
    - Comments about current cleanliness and upkeep issues

Slaughterhouse Arches

Respondents demonstrate overwhelming support for repairing and preserving the Slaughterhouse Arches, with 84% endorsing the proposals (60% strongly agreeing and 24% agreeing), while just 9% remain neutral and only 7% express opposition (3% disagreeing and 4% strongly disagreeing).

Figure 13: Do you agree with essential repairs and preservation of the historic structures so that it can be accessed and interpreted safely? Including, as a follow-up phase, exploring options for an enhanced riverside visitor and activity space with links connecting across the existing river footbridge?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Slaughterhouse Arches proposals frequently mentioned:

1. **Untapped Potential**

- E.g. "ABSOLUTELY! Of all the ideas that would really make a difference to Monmouth, this is the one. This would be a real game changer"

2. **Historical Significance**
   - E.g. "Strongly agree that urgent repairs need to be carried out to preserve the historic structure which has been shamefully neglected"
3. **Waterfront Enhancement**
   - E.g. "The town has lost access to River Wye so more should be done to enhance Monnow access"
4. **Ideas for Usage**
   - E.g. "Could be amazing space for independent makers and producers. A real destination"
5. **Practical Challenges**
   - E.g. "It would be nice to have this area cleared up and made as a walk-through to the town and viewing the river but as it gets very little sun, it's not an area to dwell in for very long"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Scepticism about feasibility**
   - E.g. "Its a dreadful place where thousands of animals were killed...I'm no vegan but its a dark dismal place. I'm not sure this works"
2. **Concerns about cost and maintenance**
   - E.g. "Safety is always good, but at what cost? Can they generate income in addition?"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Cost concerns**
   - E.g. "This would cost far too much unless it was fully privatised by a local cooperative of business people to create your vision"

2. **Practical obstacles**
    - E.g. "By all means do the repairs, but who actually wants to see where animals used to be killed?"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

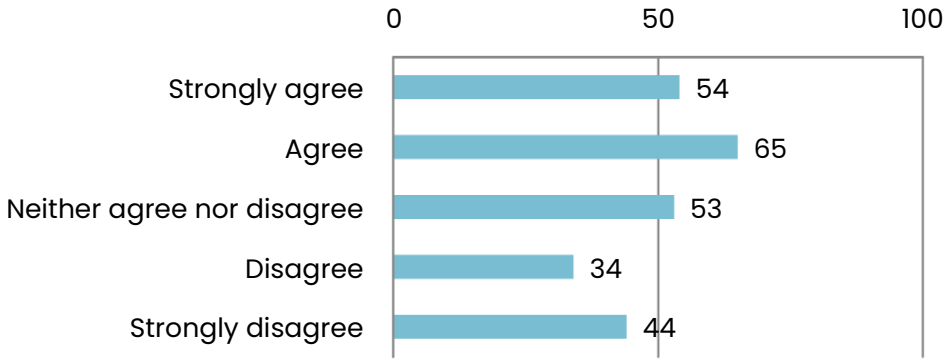
1. **Sewage and river pollution concerns**
    - "The smell was horrendous, I don't think any tourists would want to go there at all"
    - "Stop sewerage going into the river. That area is disgusting"
    - "The discharge into River Monnow needs addressing as there is an awful smell in the area at times"
    - "Clean out the leaking sewage that's been in there forever!"
2. **Flooding concerns**
    - "This area also has the potential to flood so how will this be resolved?"
    - "My only concern is flood resilience. The Monnow has flooded and will again. Does it flood the slaughterhouses?"
    - "In theory sounds fantastic, but the river Monnow floods the whole of the area"
3. **Sunshine and atmosphere**
    - "It is north facing so never catches the Sun (the sunny image above is optimistic/misleading)"
    - "It's not an area to dwell in for very long!"
    - "The Sun never shines here"
    - "Not sure people were use this area as it is rather cold and dark"
4. **Structural concerns and essential repairs**
    - "Agree with essential repairs and preservation of the structure"
    - "Strongly agree that urgent repairs need to be carried out to preserve the historic structure"
    - "The projecting walkway over the river is an intriguing idea but is it really structurally viable?"
    - "Anything to repair and preserve this will be a very costly project"
5. **Connection to other areas**

- "Links to cross river access via Tibbs Bridge is essential"
- "Additionally improving access to Tibbs bridge and the rear of the old museum from this site would be helpful"
- "Having this area developed will only work if good links are provided with the top of town and good signage"
- "This is really essential to reconnect the north end of town and frontage to at least one of the two rivers"

Dixton Road Gateway

Respondents show divided opinions on improving the Dixton Road and Priory Street gateway, with a moderate majority of 48% supporting the proposal (22% strongly agreeing and 26% agreeing), while 21% remain neutral and a substantial 31% oppose the changes (14% disagreeing and 18% strongly disagreeing), indicating this gateway improvement generates significantly less consensus than other elements of the Monmouth Placemaking Plan.

Figure 14: Do you agree with the proposal to improve the gateway at Dixton Road and Priory Street with planting, raised footways, new signage and lighting?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Dixton Road Gateway proposals frequently mentioned:

1. **Pedestrian Safety Concerns**
    - E.g. "Yes please, this area can be tricky to negotiate on foot, and many children walk this way every day"
2. **School Traffic Issues**

- E.g. "It will improve access for residents and school children. Improve safety"

3. Current Aesthetic Issues
    - E.g. "The crossroads is already attractive but enhanced planting and a wider pavement along Priory Street would be valuable"
4. Traffic Flow Concerns
    - E.g. "As long as doesn't make life difficult for those who HAVE NO CHOICE but to travel around town by vehicle for work and the disabled"
5. Space Limitations
    - E.g. "I regularly cycle along this route and cars passing push me to cycle over the bumpy drains"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Scepticism about practicality**
    - E.g. "Thus is a busy road and I am unsure how the plans can really be implemented without making the road more difficult to navigate"
2. **Concerns about existing traffic issues**
    - E.g. "There needs to be realism or alternative car routes particularly to schools if Monmouth is going to be a bearable place for families to live"
3. **Maintenance questions**
    - E.g. "Again, my main concern here is that the planters and trees will simply become an eyesore through lack of maintenance and care"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Traffic congestion concerns**
    - E.g. "Terrible idea. It is busy enough around this area with the schools in Monmouth and the traffic coming and going. Making it narrower will just cause more congestion and frustration"
2. **Space constraints**
    - E.g. "The junction is very tight for larger vehicles as it is. Restricting the road width further is bound to lead to accidents"

3. **Budget prioritisation**
    - E.g. "Planting, raised footways, new signage and lighting will not practically improve gateways. Misuse of residents' financial contributions"
4. **Practicality concerns**
    - E.g. "The queue of traffic when School opens/closes is huge – backing up to the memorial roundabout. To put trees in to take up the width of the road would just push the queueing traffic"

Cross-cutting Themes

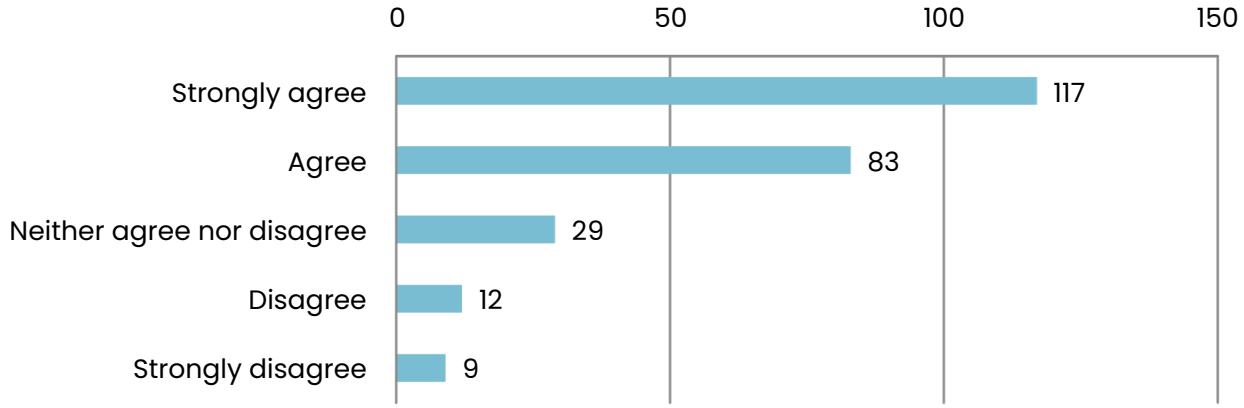
Regardless of agreement level, several themes appeared consistently:

1. School-related traffic concerns
    - Numerous references to school traffic, buses, and coaches
    - Mentions of traffic congestion at school opening/closing times
    - Concerns about student pedestrian safety
    - References to Haberdashers school traffic specifically
2. Large vehicle access
    - Concerns about buses, coaches, agricultural vehicles, and lorries navigating the junction
    - References to existing difficulties for large vehicles making turns
    - Scepticism about the feasibility of narrower roads for these vehicles
    - Concerns about emergency vehicle access
3. A40 traffic diversion
    - References to traffic from the A40 being diverted through town when there are issues
    - Concerns about creating bottlenecks during these diversions
    - Need for sufficient road width to handle overflow traffic
4. Design and maintenance
    - Questions about ongoing maintenance of planted areas
    - Preferences for native species and historically appropriate materials
    - Concerns about trees blocking sightlines or traffic lights
    - Scepticism about raised footways and their benefits

Blestium Street and Monnow Bridge Arrival Point

Respondents show strong support for further riverside improvements in Monmouth, with 80% backing enhanced public toilets, seating, performance space, signage, interpretation and riverside access (47% strongly agreeing and 33% agreeing), while 12% remain neutral and just a small minority of 5% disagree with the proposal.

Figure 15: Do you agree with building on the recent riverside improvements with further investment in enhanced public toilets, seating and performance space, signage, interpretation and riverside access?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Blestium Street and Monnow Bridge proposals frequently mentioned:

1. **Current Condition of the Area**
    - E.g. "This sad space is a travesty. It is a prime spot, right next to our historical bridge and should be leading residents to it"
2. **Toilet Facilities Improvement**

- E.g. "The existing public toilets are an absolute disgrace"

3. **Riverside Enhancement**
    - E.g. "We should definitely be making much more of the beautiful Riverside area"
4. **Gateway Importance**
    - E.g. "Currently a haven for asphalt enthusiasts, but really doesn't capitalise on the beautiful bridge and river"
5. **Balance with Parking Needs**
    - E.g. "It needs to be More welcoming but not at the detriment of losing parking"
6. **Design Considerations**
    - E.g. "All the above points have merit but the AI image is out of keeping with the character of Monmouth"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Concerns about existing improvements**
    - E.g. "I think the recent work by the river bank is lovely and other areas need focus now first"
2. **Parking and access worries**
    - E.g. "A similar proposal has been put forward some years ago but seems always to be too expensive. And would this mean losing essential parking for cars and coaches?"
3. **General priorities**
    - E.g. "I think that improving access along the Monnow upstream via the existing footpath and introducing more access offers more benefits than this"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Cost concerns**
    - E.g. "This area has already improved but needs better maintenance"
2. **Parking loss concerns**

- E.g. "Strongly disagree as even more parking will be lost!"

3. **Character preservation**
    - E.g. "This plan is way too metropolitan, needs to have more of market town vibe, more sympathetic to historical design"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

1. **Public toilet facilities**
    - Strong consensus that toilet facilities need improvement
    - References to current toilets as an "eyesore", "dated", "disgrace"
    - Desire for cleaner, more modern facilities
    - Suggestions for accessible facilities for all ages
2. **Parking balance**
    - Tension between creating attractive public space and maintaining parking
    - Concerns about loss of parking affecting visitors and businesses
    - Different views on coach parking and its location
    - Recognition of car parks' importance for town accessibility
3. **Riverside enhancement**
    - Desire to better utilise the riverside setting
    - Support for seating, picnic areas, and enjoyment of the natural asset
    - Recognition of the Monnow Bridge as a historic feature to showcase
    - Ideas for markets, events, and activities along the riverside
4. **Character and design**
    - Concerns about modern/urban design not fitting Monmouth's historic character
    - Preference for natural materials and traditional design elements

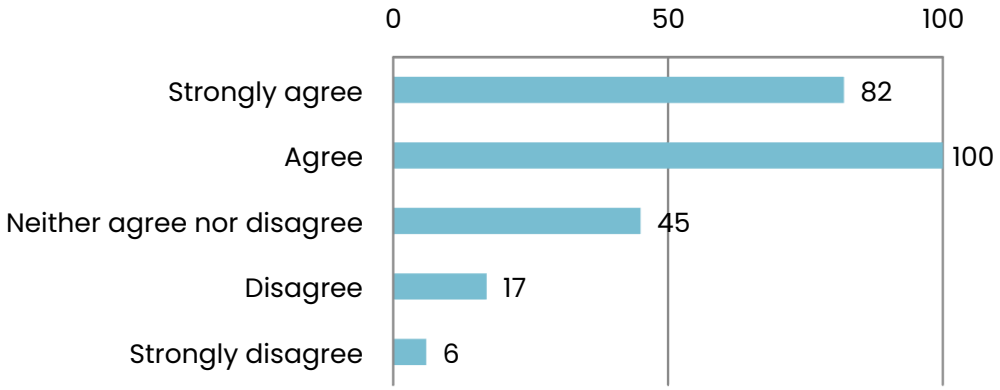
- Desire to maintain green space rather than increase hard landscaping
- Worries about flooding and maintenance of any new features

5. **Gateway importance**
    - Recognition of this area as a key first impression for visitors
    - Desire to make it more welcoming and attractive
    - Need for better integration with the historic Monnow Bridge
    - References to it being a key visitor attraction

Glendower Street arrival

Respondents strongly favour enhancing the Glendower Street car park environment and Beaufort Arms Court, with 73% supporting improved wayfinding and pedestrian links to Shire Hall and Agincourt Square (33% strongly agreeing and 40% agreeing), while 18% remain neutral and just 7% disagree with the proposal, indicating substantial community backing for improvements to this arrival point.

Figure 16: Do you agree with enhancing the environment of Glendower Street car park and Beaufort Arms Court, better wayfinding and pedestrian links with Shire Hall and Agincourt Square?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the Glendower Street arrival point proposals frequently mentioned:

1. **Poor Visitor Experience**
    - E.g. "Visitors who arrive in this car park don't know where to go to access the top of town"
2. **Connectivity Issues**

- E.g. "Very tortuous route into the town at present could become a very attractive entry via Beaufort arch"

3. **Accessibility Concerns**
    - E.g. "Better lighting at night time would be appreciated"
4. **Specific Improvements Needed**
    - E.g. "Access this way by bike is tricky, a more welcoming entrance from this car park to Beaufort Court and Agincourt Square would be beneficial"
5. **Conditional Support**
    - E.g. "But not at the detriment of parking"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Prioritisation concerns**
    - E.g. "It's not awful, and there are bigger priorities in town"
2. **Existing adequacy**
    - E.g "Maybe a small tidy, but it's not a terrible area so doesn't need a lot of money wasting on it"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Questioning necessity**
    - E.g. "I don't think this has ever crossed my mind as important, so doubt it is to any other visitors!"
2. **Resource allocation**
    - E.g. "It's fine as it is"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

1. **Signage improvements**

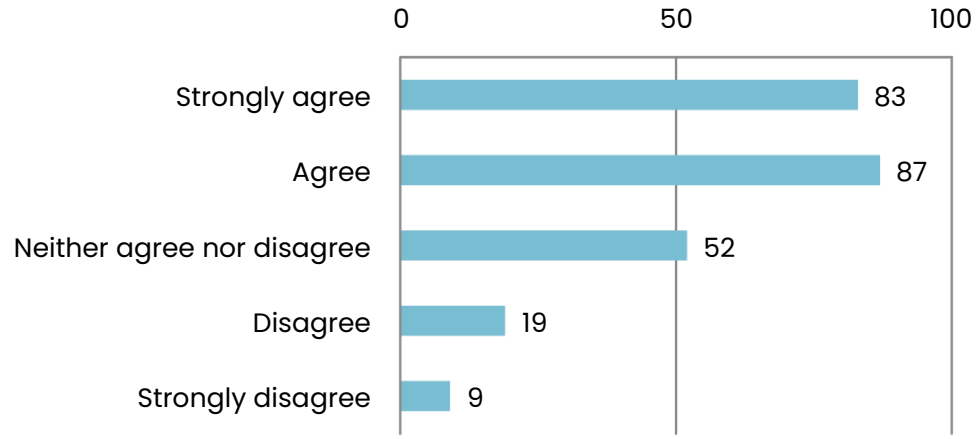
- Many comments across all sentiment categories suggested better signage
- Focus on direction to town centre and key attractions
- Requests for clearer information at the entrance to the car park
- Suggestions for better lighting combined with signage

2. **Building maintenance**
   - References to scaffolding blocking access
   - Concerns about building conditions affecting the area
   - Comments about private ownership of buildings and coordination needed
   - Mentions of specific blocked access points needing resolution
3. **Character preservation**
   - Desire to maintain historic character while improving functionality
   - Concerns about modern interventions not fitting the town aesthetic
   - Mentions of cobbled areas and historic features to be preserved
   - Support for improvements that enhance rather than detract from character
4. **Access to Beaufort Arms Court**
   - Multiple mentions of this connection
   - Comments about private ownership and coordination needed
   - References to heritage value of this area
   - Suggestions for improved lighting in this connection

River Wye gateway

Respondents broadly support developing a dedicated waterside landing area in Monmouth with improved wayfinding and active travel links to the town centre, with 68% in favour (33% strongly agreeing and 35% agreeing), while 21% remain neutral and 11% oppose the proposal (8% disagreeing and 4% strongly disagreeing), indicating good community backing for enhancing the town's connection to its riverside setting.

Figure 17: Do you agree with the proposal to develop a dedicated waterside landing area with improved wayfinding, pedestrian and cycling links to the town centre?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the River Wye Gateway proposals frequently mentioned:

1. **Pedestrian Bridge Needs**
    - E.g. "We need the pedestrian bridge here to improve safety for residents crossing the Wye at this point"

2. **River as Underutilised Asset**
    - E.g. "Taking more advantage of the river would help to build community and enhance wellbeing"
3. **Specific Improvement Ideas**
    - E.g. "This would be lovely, and make Monmouth more attractive riverside like Hereford. Picnic tables and bins would be great, maybe a BBQ station??"
4. **Environmental Considerations**
    - E.g. "Has to be very eco friendly. And keep it looking natural. Use those grids where grass can still grow through instead of paving/tarmac"
5. **Integration with Existing Facilities**
    - E.g. "The car park already looks underwhelming so yes more needs to be done to make it clear that This is public not private land"
6. **Specific User Considerations**
    - E.g. "With a canoe lock away or lockable bike storage so that visitors can go and get lunch"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Practical concerns**
    - E.g. "In theory sounds fantastic, but the river Monnow floods the whole of the area"
2. **Alternative priorities**
    - E.g. "As before need to make more of our waterfront but don't know about a gateway. May impede regular users"
3. **Existing facilities questions**
    - E.g. "You've got a landing area there already. Clear up the awful mud on the footpath"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Practical obstacles**

- E.g. "Floods too often in winter. River Wye is the newest dead sinking river - enforced the pollution cleanup would be a better use of money"

2. **Resource allocation**
    - E.g. "We don't need MORE cycle and pedestrian specific links"
3. **Priority questions**
    - E.g. "Not sure that this area needs improving as it is not a major route into town"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

1. **River pollution concerns**
    - References to the poor water quality of the River Wye
    - Suggestions to focus on clean-up rather than access enhancements
    - Mentions of sewage and pollution issues
    - Recognition that environmental improvement would increase appeal
2. **Pedestrian bridge needs**
    - Widespread support for a pedestrian footbridge across the Wye
    - Concerns about safety on the existing bridge
    - Recognition of the connection potential between areas
    - Questions about funding and prioritisation
3. **A40 severance**
    - Multiple references to the A40 cutting off the town from the river
    - Comments about the underpass and its improvement
    - Historical references to the "act of vandalism" in building the road
    - Suggestions for better connections despite this barrier
4. **Flooding considerations**

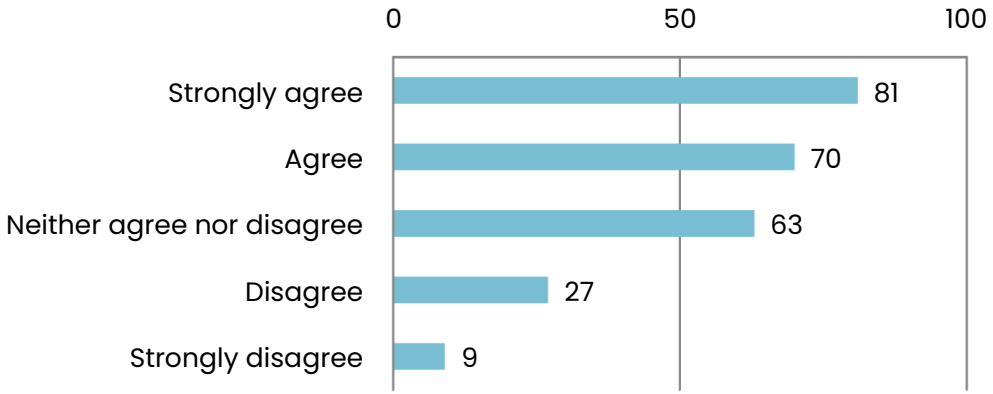
- Concerns about the area's susceptibility to flooding
- Questions about the practicality of facilities in a flood zone
- References to mud and maintenance issues
- Need for flood-resilient design

5. **Comparison with other towns**
    - References to Ross-on-Wye as a positive example
    - Mentions of Hereford's riverside
    - Suggestions to learn from other successful waterfront developments
    - Recognition of Monmouth's unique two-river setting

New pedestrian routes from eastern car parks

Respondents largely support creating new pedestrian routes and improving existing connections to Monnow Street from eastern car parks and locations, with 63% in favour (34% strongly agreeing and 29% agreeing), while 26% remain neutral and 11% disagree with the proposal, showing solid community backing for enhancing pedestrian permeability into Monmouth's main shopping street, though with a notable proportion undecided about the initiative.

Figure 18: Do you agree with the proposal to create new pedestrian routes and improve existing connections into Monnow Street from car parks and other locations to the east?



Source: Let's Talk Monmouthshire survey, n=250

Comments from "Strongly Agree" and "Agree" Respondents

Those who agreed or strongly agreed with the pedestrian routes proposals frequently mentioned:

1. **Current Difficulties Finding Routes**
    - E.g. "Ideally there would be a walk through where the old shop with the pigeons is on Monnow Street through to the car park that nobody knows exists"

2. **Specific Access Points**
    - E.g. "Re-opening the passageway alongside Lloyds bank into Monnow Street would be a huge benefit"
3. **Accessibility and Safety Concerns**
    - E.g. "Yes, we need safer access to the town in the dark as the alleyway is scary for lone females/children and constantly smells of urine"
4. **Wayfinding Focus**
    - E.g. "Permeability from our car parks to Monnow Street is paramount. The walk around is a long one for those who are less mobile"
5. **Specific Improvements**
    - E.g. "Limited options, but making sure routes are easy to use for wheelchairs, prams and those with walking difficulties"
6. **Integration with Existing Features**
    - "Maybe a walk through shopping area with small businesses"

Comments from "Neither Agree nor Disagree" Respondents

Those with neutral views often expressed:

1. **Existing adequacy**
    - E.g. "Just fix what we have. It works just fine. Just needs cleaning up"
2. **Focus on signage**
    - E.g. "Already there. Just put a sign post to town centre"

Comments from "Disagree" or "Strongly Disagree" Respondents

Those who disagreed with the proposals cited:

1. **Questioning necessity**
    - E.g. "Don't think this is a great use of the money. Maybe paint the floor of the alleyway showing the way"
2. **Priority objections**

- E.g. "Not much wrong with present access"

Cross-cutting Themes

Regardless of agreement level, several themes appeared consistently:

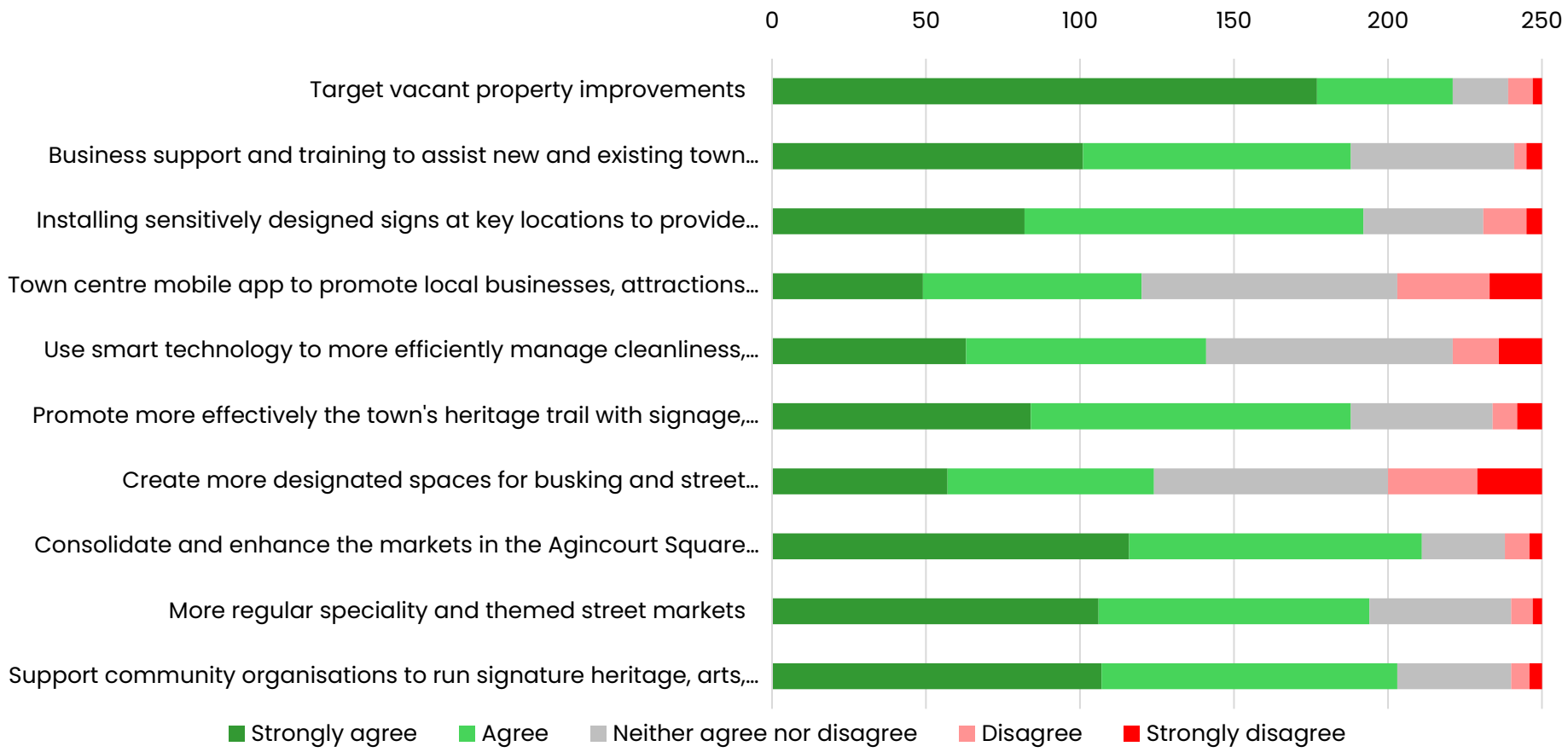
1. **Existing route quality**
   - Comments about the poor condition of Howells Place
   - References to darkness, smell, and unattractive environment
   - Concerns about safety, particularly at night
   - Need for better maintenance of existing routes
2. **Signage improvements**
   - Widespread support for better signage to existing routes
   - Recognition that visitors struggle to find their way to Monnow Street
   - Suggestions for wayfinding solutions
   - Comments about lighting combined with signage
3. **Property and access constraints**
   - Recognition of physical limitations in creating new routes
   - Comments about private property boundaries
   - References to listed buildings and architectural constraints
   - Mentions of planning permissions and development opportunities
4. **Upper Monnow Street access**
   - Specific focus on the need for routes to the upper part of Monnow Street
   - References to the derelict building next to Lloyds Bank
   - Comments about the underutilisation of car parks farther from existing access points
   - Suggestions for new connections to less accessible areas

Improving how the town centre is managed and maintained

Respondents strongly favour traditional town management approaches, with targeting vacant property improvements receiving the highest support (88% agreement), closely followed by consolidating markets in Agincourt Square, supporting community organisations to run heritage events, and establishing speciality markets (all around 80% positive). These heritage-focused and physical improvement initiatives consistently receive minimal opposition.

In contrast, technology-oriented proposals attract notably less enthusiasm, with the town centre mobile app receiving the lowest support (48%) and highest disagreement (19%), followed by designated busking spaces (57% support) and smart technology for managing town services (56%). This pattern clearly indicates residents prioritise tangible improvements addressing vacant properties and enhancing markets over digital innovations.

Figure 19: To what extent do you agree with the following proposals that improve the way the centre is managed and maintained?

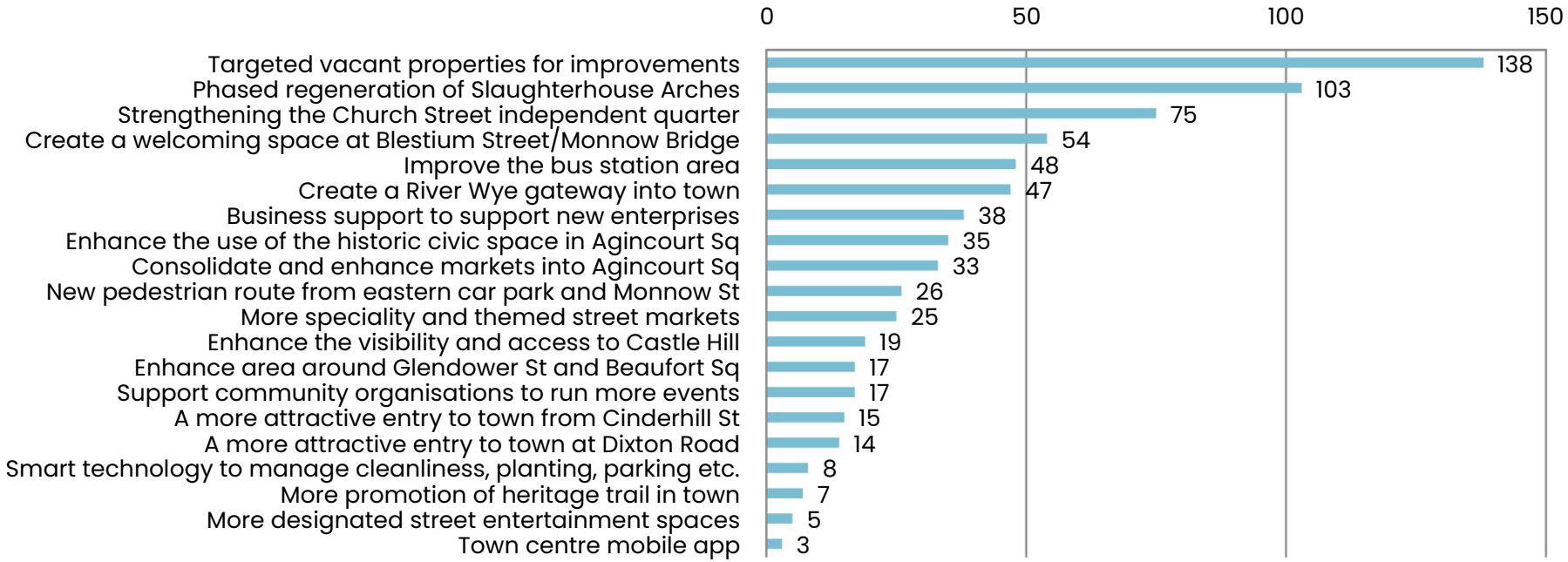


Source: Let's Talk Monmouthshire survey, n=250

3 Most Important

The survey respondents show clear priorities for Monmouth town centre improvements, with addressing vacant properties overwhelmingly identified as the top priority (55% of respondents), followed by regeneration of the Slaughterhouse Arches (41%) and strengthening the Church Street independent quarter (30%). There is moderate support for creating a welcoming space at Blestium Street/Monnow Bridge (22%), improving the bus station (19%), and creating a River Wye gateway (19%).

Figure 20: From the draft proposals set out in this survey, please select the three you would most like to see in Monmouth town centre.



Source: Let's Talk Monmouthshire survey, n=250

What's missing?

Five clear themes are evident in respondents' feedback about what was missing from the proposals:

Main Streets and Infrastructure

The most prominent concern relates to Monnow Street's current state. Many respondents' express dissatisfaction with the temporary COVID-era pavement widening, citing poor drainage, uneven surfaces, and accessibility issues. There's a strong desire to either improve these modifications permanently or revert to the previous layout with more on-street parking. The derelict former Peacocks building is repeatedly mentioned as an eyesore requiring urgent attention.

Accessibility, Parking and Transportation

Accessibility emerges as a critical issue, with many highlighting that the current town layout disadvantages elderly people, those with disabilities, and families with pushchairs. Numerous comments call for more parking (including some free short-stay options), suggesting that reduced parking has negatively impacted local businesses. Several respondents also note the need for improved public transport connections and better active travel infrastructure, particularly cycle routes that connect schools and different parts of town.

Cultural and Community Spaces

Many responses highlight the need for more cultural activities, better utilisation of Monmouth's musical heritage, and more entertainment for young people. There are suggestions to revive festivals (potentially on a smaller scale), improve riverside amenities, and create more social spaces. Respondents frequently mention maintaining Monmouth's unique historical character while modernising sensibly.

Retail and Economic Vitality

Respondents express concern about empty shops and the need for a more diverse retail offering. There are calls for support for independent businesses, potentially through reduced rents or rates, and suggestions for more regular and vibrant markets. Several comments compare Monmouth unfavourably to Abergavenny in terms of retail variety and vibrancy.

Maintenance and Basic Services

A consistent theme is the need for better maintenance of existing infrastructure before new projects are undertaken. Respondents mention road repairs, regular street cleaning, weed removal, and maintenance of planters and street furniture. Several comments suggest that addressing these basics would significantly improve the town's appearance and attractiveness to visitors.

5. Appendix A: Email correspondence

Copied verbatim

Dear [redacted]

I completed a form during the consultation event in the Market Hall but though I would email my further thoughts

Overarching plan

Monnow Riverside - not a public footpath. There was a proposal for housing on fields around Cowlings Lane, proposal included gifting this part of Vauxhall Field to open space if I remember correctly and included a pedestrian bridge to the bus station. This proposal Is greatly preferable to the current one and would contribute to this plan.

Arches should be linked up to the Market Hall eventually. If poplars and tin shed across the river were removed it would improve the outlook.

Heritage Area - nice idea needs developing; key anchors may be professional services, independent shops, cafes and restaurants, Iceland is probably out of place.

1. Beaufort Sq should be part of this but residents objection to evening accessibility is an issue

2. Market Hall is a key asset; needs an entrepreneurial approach. Perhaps open as a "street food" venue for a peppercorn rent to get it established. Longer term roof terrace and link down to the slaughter house arches. Currently a blight on the area, MCC as owner needs to be proactive.

Dixton Rd Junction

I don't think there's sufficient space to do much. An issue with the proposed housing east along Dixton Rd is inherently poor active travel access to the town centre.

River Wye Gateway

Nice idea but unlikely to generate significant traffic to town, low cost improvement ok.

Bus Station Blestium St

needs doing

Cinderhill St gateway

Not a priority.

6. Appendix B: All Survey Open Text Feedback

Copied verbatim

Castle Hill Area

Strongly agree and agree:

- I very much agree but I don't think it should be a priority.
- I also think this could be used as a space for ad hoc outdoor theatre shows, think Shakespeare with castle backdrop. make it a destination
- No.
- Think about the maintenance of whatever you do and sure that SLA's are enforced so third party contractors always make good anything they do.
- For example :Replacing cobbles with tarmac isn't acceptable.
- Too many times contractors are allowed to dig up pavements and roads and not make them as good as if not better than before.
- The route down to Tibbs bridge really needs improving too
- It's a good idea I had been living here for a year before I discovered the garden beside the castle
- Include Regimental Museum in this
- Noone has any idea where the castle is. Or it's significance. More historical information needs to BA accessible though connections with the shops at the top of town
- It would be a good place for families with young children to access. Partnering with local hospitality outlets to provide decent take away coffee and healthy takeaway food for families would make this an all round positive experience and a reason to visit Monmouth with the family.
- Just to make the town buildings more attractive as some are in a dreadful state of repair.
- Could put display information on large display opposite entrance to Castle Hill alongside planters.
- The Castle is Ministry of Defence property (? I believe) and the Royal Monmouth Royal Engineers must be consulted with closely on this: I sense a reluctance on their behalf to open up Castle Hill to more public visitors.
- The castle site often feels like a private site and tucked out of the way, definitely agree with improving access and visibility
- many elderly come in to town on coaches and are not aware of the castle. A tourist mini train
- Need to consult with the town residents
- Often see people looking for the castle or going in the right direction and turning around as they see the

ministry of defence signs and think it's not public right of way
- Anything to improve the castle access & its overall attractions is welcome!
- the approach to the castle along a deliveries alley is not at all welcoming
- Visitors centre /shop souvenirs.
- Would be good for it to be an interactive or engaging destination - bringing the history to life, as well as a nice place to admire the views of Vauxhall fields etc. Agree with you that it is currently hidden away, with little view of its historical significance, or what it used to be like.
- We need events (both daytime including a local foodie themed event and outdoor theatre, outdoor cinema, music in evenings) there. Think of what they do at Caldicot Castle. Events for Teenagers definitely required as there's very little other public provision, just the skate park.
- Signage is poor, no link to the river, hard to find, needs more interpretation.
- Currently an under exploited area that has potential to attract footfall
- When we first moved to Monmouth, I had heard that there was a castle but we struggled to find it. We found the backstreet nature very odd, and when we saw the barrier across the road, we didn't think we were in the correct place and ended up in Vauxhall fields trying to see if we could spot the castle across the river. Much clearer and welcoming signage would definitely help with this.
- When my partner and I went to visit it we couldn't find it. We went down the wrong road and completely missed it. It feels very tucked away and would be great if it was more visible/easy to find. Historic sites like these shouldn't be hidden away.
- It is quite hidden away and signage needs improving
- No
- Accessibility to the castle grounds possibly discouraged by presence of traffic control barrier.
- A priority should be to target landlords to encourage them to charge sensible rents as the days of high rents have gone, reduce the rates because you can throw money at the town but unless you can draw businesses back the town will remain as it is and its starting to look like a ghost town with so many empty shops.
- Walking down a dirty alley down the back of Iceland is not inviting, it also needs better signage.
- Landscaping has been done but it is not always maintained. Car parking is insufficient for the number of residents driving into town, and the new car park is difficult as it only has access to one side of the A40. I thought in the original proposal that it was going to

be made so that the National Express coach could stop at Monmouth again giving access to Cardiff, Birmingham and beyond.
- It is a real shame the Castle is not signposted better - Cadw gave a great talk at a local festival in 2023 - get them involved!
- Hopefully the path to the bridge would be improved.
- We should use our history as a tool to encourage visitors
- It's good for tourists.
- The view of the castle from down by the mono is the biggest asset and there should be a way to walk back from there
- You've got a job on your hands-it's hidden behind loads of private buildings with just one steep access route – good luck!
- Completely under utilised asset. Why is there a big car park at the top of time this could be used by the public? It might stop people driving through town and take the pressure off of the car park. Either way it needs to be a public space and more could be made of it being HenryV birthplace
- Access will always remain difficult (for vehicles) because of adjacent buildings, but it needs much better signage. It could be an enhancement that could/should be done more easily at less cost than some of the other suggestions.
- The area by the castle is underused by the town.
- I hardly ever visit the castle and I am a resident. Abergavenny Castle Grounds are a beautiful space
- Overdevelopment and overcrowding this congestion would spoil the towns attractiveness. It's magic, it's charm as an un spoilt quiet country town.
- Hidden asset that needs promoting, especially the garden
- no
- All good
- Agree but not the most important / a priority action - needs to include improving the footpath to Tibbs bridge
- More lineage with details of the history of the Castle, especially Henry the 5th would be interesting for visitors. Clear signs from the bottom car park would help, as a lot of visitors don't know the Castle is there. Needs to be clear where the Castle entry is and listed Google and Welsh heritage websites.
- As long as there is adequate parking and reasonable charges
- Safer pedestrian access not having to walk up a pavementless road with vehicles.
- I struggle to see how improvements can be made- the entrance to Castle Hill is very narrow.

- Sign posting is urgently needed in Agincourt Square Giving directions, because it is hidden by street frontage buildings.
- put the town back how it was pre covid
- As long as it does not impede traffic and parking
- The castle area is lovely, but easily missed and the area could work harder for the town. E.g. market stalls, live events, more active history events.
- Castle Hill and great Castle house as very good interpretation through a range of well written panels. Signage could be improved but probably no need to change surface treatment.
- A big overhaul of the feeling like you're going round the back of building frontage via bins and big barbwire fencing (Iceland & Vauxhall Fields bridge) will be needed to meet this proposals. Combined with improving the connectedness of the high street and Monnow frontage so you have a network on improved access. A circular walk across a footbridge behind Home Bargains and round to the existing bridge behind the castle would be useful to flip the current high street access.
- I want better clothing shops, New Look, H & M e.g. need a better access between Cornwall and Monnow Street car parks and Monnow Street. A better option than using the present alley way which is narrow and dark.
- I think that many people do not even notice that we have a castle and that it should be better advertised within the town.
- Area empty (old post office) needs to be upgraded and used for information
- there should be open access to the castle for all, currently it is restricted because of the military camp. The army should give the castle to the town
- Archway over entrance to Castle Street entrance (Between Iceland & Charity Shop), Large letters indicating "Monmouth Castle", change road surface to similar to pinch point stone/brick to indicate more of a pedestrian access, with a smooth centre line (slabs) to ease wheelchair access up to the castle/garden/museum area.
- Tricky to achieve since the castle is hidden away by other buildings
- A weekly guided tour would be a good idea. organised by the Shire Hall.
- I have lost count of times had to direct visitors to the Castle, much better and welcoming signage needed.
- Promote this area more
- Currently visitors don't know it's there. Signage is the priority - also signage to the military museum. I frequently have to help puzzled visitors trying to find the castle.

- I agree that it would be good to let people know about the castle area. However, the road access is very narrow and it's too narrow for pavements as vehicle access is needed at all time!
- More signage – well a sign as I don't think there is one
- More informative information sign/boards. Maybe picnic tables or seating

Neither agree nor disagree

- Roads need to be resurfaced properly as a priority. The traffic and out of Wesham needs to be addressed as it is a nightmare getting anywhere. More doctors, NHS dentists, schools need to be built to accommodate all the new developments. More parking needs to be available for all the vehicles now coming here. The town does not need to be modernised, it is a historic town and needs to be kept that way. Modernising it spoils it and takes the history away.
- I don't think this will bring extra visitors or revenue to the town
- I find it difficult to see how enhanced visibility of the castle can be achieved.
- The existing signage on site and placards seem adequate. Pedestrian signage from the Square could be improved, but is a minor issue. It is not the most pressing matter.
- Create a hatch area at the entrance of Castle Hill from Agincourt Square so cars can easily access the rear of market hall and Castle car park.

Disagree and strongly disagree

- we feel that ensuring that there are shops and supermarkets are not remote for us older generation (can't always drive and have to go without) and having cycle lanes so we can remain active is more important than enhancing touristic sites or historical heritage
- Before visually enhancing Monmouth, you need to consider and improve infrastructure. You need to remove the sloping pavements, which are a trip hazard and collect puddles. The roads need to return to their original width before the pandemic lockdown and road parking should be introduced. We, the people who live here and pay council tax need to be able to shop and enjoy easier access and parking in Monmouth. All this superficial 'beautification' seems to be orientated towards tourism. Improve infrastructure and reduce costs for shop owners, so more independent shops can return to Monmouth. Less chain coffee shops and charity shops may improve the experience of coming to

Monmouth. At the moment, it reminds me of Pontypool Town centre...somewhere you drive through or avoid, to get to somewhere else!

- Not a priority
- money better spent on bypass for Chepstow
- The town does not need remodelling
- Castle Hill does not need improving there is plenty of information and great information boards. The Museum is a gem. What needs improving is the signposting up Castle Hill.
- The only thing needed Is better signage in the Town Centre and at the foot of Castle Hill
- Wasting money
- This area is in less need of attention
- I think it is visible enough.
- Waste of time, there is very little to see.
- You're teetering around the edges, it needs more than a sign and road surface. Where's your vision?
- More family friendly shops and chain stores needed
- Unnecessary to spend money on access but requires better signage to inform visitors. The historic feature in Monmouth, i.e. the Monnow gate and bridge over the Monnow lack maintenance. It is neglected. The pigeons seem to appreciate it though.
- Signage has always been good in this area. The road layout changes opposite castle hill entrance by entrance to church street that have already been done have had a detrimental affect on this area and traffic. in my opinion this area should revert to original layout where busses can pull in easily and cars can drop off
- Making the town " Smart" to me does not mean spending money on projects that are not in keeping with the historic asthetics of town . People do not visit Monmouth for planters and trees ! They visit for the history . Stop trying to make Monmouth something it's not . Make the landlords of sun standard buildings , make their buildings safe and useable . Less emphasis on planters !
- If I visited Monmouth and walked to see the castle I would be very disappointed with the location and size of what is there.
- Signage is poor in town

Church Street Independent Quarter

Strongly agree and agree

- Doesn't need anything from town side but maybe the swan court entrances and the one by the church. this area is already quite nice. loss of fruit and veg shop was bad. keep it looking quaint and old and pretty. no modern architecture
- The area has a neglected look, with too much long term scaffolding and too many crumbling buildings. Part of Swan Court (shop backs) is neglected with the tunnel often dirty. Swan Court has the potential to be a welcoming area and the space is one of the prettiest parts of the town. This space doesn't feel its currently reaching its full potential despite the location of the wonderful Savoy and some cracking restaurants here.
- The buildings in Church Street are in need of renovation to preserve them for the future and make the street tidier. This could be Monmouth's equivalent to York's Shambles. More businesses needed there, especially independent. More on street tables and chairs needed, more in street entertainment too. More lighting at Christmas and more of an entrance signage needed off Agincourt Sq into it
- That area has a lot of potential, currently feels/looks a bit forgotten about
- The vacant shops need urgent attention. The current facilities are excellent, but could be more accessible
- Independent shops give character, need these back on the high street too, also pubs/eateries wise there's a massive gap between the top and bottom of town
- The issue of empty and semi derelict shops needs addressing more than signage, lighting etc.
- and sort out the building that seems to be falling apart!
- This area is full of character and if there could be more seating visitors could linger here. The empty (derelict) shop and the boarded up bakery pull Church Street down. Someone must own these properties, can't they be made, or helped, to do something about them?
- The adjacent butter market should be a thriving market like Abergavenny with the upstairs used for Make Monmouth, repair cafes, libraries of things and as a centre for training. The building could also be used as a community space by day and an entertainment space by eve. MCC co hi if provide business and marketing training and the market could become a spring board to reducing the empty shops.
- Make owners accountable to repair their properties instead of allowing them to collapse into the street

- And improving state of some buildings
- Lighting improvements much needed but in keeping
- "Concern about the state of the building that used to house the greengrocers. I am concerned that it poses a danger to pedestrians as the frontage looks like it is ready to fall at any time. I appreciate there are plans for the derelict building in Monnow Street - the building on Church Street looks to be in worse condition. Suffice to say that it is also an eyesore.
- Yes but Swan court and Church St are similar to the Shambles in York. They could have their own power and significance in the town not just the place and entrance but in town maps and other areas of town
- Again, a really good hospitality outlet here would be useful to draw in trade for other shops.
- First make Phil's old Grocers safe and attractive. Could CC purchase?
- To make the buildings attractive as dome are in a dreadful state .
- Building that once housed Munday's Fruit And Vegetable shop is in urgent need of repair before falling masonry causes someone serious injury. Its derelict state greatly detracts from visiting the street.
- It is unfortunate that nobody has removed the Christmas themed banners at the end of Church Street
- Renovate the exteriors of the buildings as it's a shambles
- Please find a way to care for, improve and use the building that was Phils' fruit and veg shop
- making sure not to clutter the entrances too much, or look to combine street furniture to do away with some clutter, so as to promote better accessibility.
- Consult with the residents
- Church street NEEDS updating. It looks so poor and it's a wonderful place.
- See question 9
- Anything to improve Church st is welcome, additional seats is good for older people!
- Remove all the a boards and make one proper signpost sign
- Church Street is special and should be treated as such
- Cleaning on a daily schedule
- All the commercial developments (as great as they are) are likely to have to address business rates - which risk excluding smaller businesses and end up with a set of shops the same as any other town. Definitely promote the idea of more independent shops. Abergavenny has been more successful at this. Equally, more foot-fall will also increase chances of shops being more viable.
- Needs to extend further to include the Rolls Hall/Library. Be a clear part of the town trail. Rolls hall clearly missing

from these proposals despite being a major town feature.

- Please tidy up the former greengrocery shop and do something about the side alley access to carpark, which has been blocked off for months and is a real eyesore. These two things alone would help to improve what used to be a very attractive street.
- I know that the independent business try do a lot of promotion as well, supporting their efforts would be really great. I think it's important to understand what the traders vision of this space could be and let them take lead. An example is the Christmas decorations this year, the council took over and they were very lacking compared to the homely and cute aesthetic that the traders themselves have managed to achieve in the past. Tourism wise, I think the goal here would be to make this spot as 'instagrammable' as possible. It should look unique, and work holistically with the traders (As they are what makes this street unique!).
- Attempts to add lighting or signage should be in keeping with the old buildings and aesthetic of the street and town ie street lamps styled like the old gas street lamps. I've seen a picture of a proposition for the welcome arch and I like the banner and as previously mentioned old gas lamp style lights. Big thumbs up. The big green daffodils (I presume to be made of metal) however are quite tacky and don't fit. I don't know if they were planned to be a permanent fixture but embellishments like that I think can be additional and temporary. Black cast iron sounds boring but is authentic and in keeping with history and works well.
- The gem of Monmouth, I have worked for a number of years on church st in two different businesses. 2 comments: I have often overheard visitors to the town walk halfway down the street and say, there's nothing else down here let's turn around and on many occasions have heard of spoken to customers say, we'd love to stay longer but our parking is only for 10 more minutes and we have to go.
- Maintenance of 'occupancy' needs to be addressed as businesses seem to 'come and go'.
- Reduce business rates to encourage businesses to open in empty properties
- Definitely a hidden gem, but the rundown and empty buildings need to be refurbished and occupied.
- Before anything else, there is an urgent need to tidy up the area - regularly clear litter and weeds. Also, the Council needs to take action against private landlords who own properties in very poor state of repair, notably with long standing scaffolding around them like the

former greengrocers plus the former bakers shop at the start of Church St. The latter is blocking off a public right of way

- Church street tends to get overlooked by many and yes it needs more advertising to encourage people into the alley.
- The old greengrocers building is a disgrace and needs immediate attention in this area
- I love that idea. It allows small businesses to grow and have more customers.
- I ran an independent shop in Church St for 11 years (1995-2005). Getting anyone to walk up the hill to Church Street is a challenge, the rates are much higher than Ross now - trading very difficult because of buildings scaffolded, access prevented. Putting up a sign once you're there is a total waste of money. It's a great street, when fully functioning.
- White Swan Court needs an uplift.
- Focusing on key areas to attract visitors will support local businesses.
- It would help keep small businesses alive as long as it isn't done in a way which wards people off
- It has been left unsightly with vacant buildings having scaffolding.
- Any new features to Church Street must be sympathetic to the character of Monmouth.
- smarten up Churchstreet and White Swan Court
- Road surface although in keeping with tradition is very uneven for vulnerable people and the elderly. But a beautiful little street.
- Please take away the tired petrol station style flappy flags (welcome to – with snowflakes) they look tawdy. And never revisit the three giants Christmas baubles.
- Too many empty shops and derelict buildings
- That the restaurant leave tables outside all year round
- Another viewed assets, but may need due to the owners of the building let them fall into disrepair
- It looks very run down and not looked after. Some of the buildings are visibly crumbling and falling down. It's not very welcoming and possibly unsafe.
- Need to get the derelict building repaired and let
- Over stringent regulations on property maintenance and refurbishment of Degraded buildings could be relaxed whilst retaining the character and reducing the capital cost to entrepreneurs. Or provide grants to cover extra costs.
- The businesses here suffered greatly during the works by Welsh Water, so any help would be welcome.
- All good

- This street is a gem of character, and it needs support. The scaffolding at the closed bakery is disgusting and whoever has allowed this to go on for soooooo long , should be ashamed of themselves.
- It would be an idea to repair some of the shops to make it more attractive.
- Important but the single action the Council should take to improve the area is to intervene in all of the unused buildings, birth eh old green grocers and the other vacant property (former photographers). The Councill should be more active in using all of the powers open to it.
- Sounds good. More outside seating and regular music player in the street would help. The greengrocers badly needs sorting out, it's in danger of collapse. Offering market stalls along church street could help too.
- Why do the plans incorporate bright colours when it's meant to be more heritage.
- It has real potential. The council needs to reduce business rates and encourage good shops or eateries (not takeaways)
- This should be the jewel in the crown but over the years with empty shops, scaffolding, all the works over the last few years it has lost its appeal. The individual shops try really hard but buildings are being allowed to deteriorate and in fact one of them is dangerous and nothing seems to be done about it
- Need to consider Agincourt Square, some private buildings very dilapidated.
- Risk of creating 2 centres either side of Agincourt square. Design of square to form a bridge between the two
- Coordinated colour scheme of decoration to shop frontage would be a distinct improvement
- Please do something about the former fruit & veg shop and photographic shop. It’s no good trying to improve the area while they look so run down.
- as long as it does not impede traffic and parking
- All food/drink options would help encourage people to the area
- Renovate/order repair buildings in Port and dangerous states
- Reduce business rates. Support businesses (i.e. what happened to the Castle pub was disgusting). Support regeneration of failing buildings. Support diverse businesses rather than coffee shops and charity shops. Make the main road wide again (get rid of planters and fix the pavements so they don't flood). Take a look at Ross and Abergavenny for some clues. Resurrect the Monmouth Free Festival.

- This has already been given the go ahead and funding ? Why is this even a question when work should be going ahead, it is being held up by MCC . Lose the quarter too . We are in Monmouth , not America and nobody uses the term . The whole rebrand was a complete waste of money . This question is misleading !
- There needs to be a stronger draw to circulate people onto the river frontage by museum to help improve footfall into White Swan Court and Church Street. At the moment it is simply a thoroughfare or a dead end up and down if you are coming from the south side of town.
- Seeing the removal of scaffolding and tidying up the area behind the solicitors in Swan court (and the litter behind the doors) would vastly improve this beautiful part of town
- these are already in progress, are they not?
- It has been neglected for far too long
- Who is going to fund repairs on the bakery and the old veg shop?
- Could do with a fruit shop to replace the closed one. Missing the walk through from the car park. It just looks a bit tired.
- More important is to give assistance to those who need it to smarten the appearance of a property that in turn would enhance the area. White Swan Court in particular needs better signage and smartening of the non-building aspects of the court.
- Need to attract more businesses to fill empty units
- Empty shops facades need to be dealt with.
- I love that church street is pedestrian only
- Derelict buildings in church st must be compulsorily purchased by the council and restored. At present the state of some of the buildings prevents improvements to the street. It is urgent to do something about this.
- Access to the castle can be be improved with signage alone, it does not require much engineering
- Improve lighting under both archway accesses to White Swan court, to encourage pedestrians into the court area.
- Any further enhancement will be welcome. Church Street is a highlight of Monmouth. If anything can be done about what was the fruit and veg shop that would be great, it is an eyesore and looks as though it is falling into a dangerous state of disrepair. I do understand that it is difficult for any local authority to force private landlords to fulfil their responsibilities sibilities.
- Get rid of the weeds and litter!!!!!!!!
- Sort out the street furniture! For physically disabled and visually impaired paired especially it it hard to navigate.

- I think better parking and encouraging higher quality retail outlets in this area.
- I feel that Church Street is already quite visible from the top of Monnow Street. If footfall to these two areas of the town needs improving, then it might be worth looking at whether or not the types of businesses there are meeting the needs of residents and visitors. There are also empty units in both areas – White Swan Court feels particularly lacklustre. Supporting local businesses to take up these empty units would help to increase footfall and strengthen Monmouth's independent identity.
- It's already underway so irrelevant as part of this survey.
- I think signage would be a great addition to entrances around the area. It should be thriving, it reminds me of Neil's yard in Covent Garden. '
- Previous council are responsible for the decline of this quarter. What proof do you have that this council has the attitude to reverse this situation?
- An information board to advertise. What is beyond the punchbowl pub?
- Agree – perhaps an overhead sign (at one end only – Agincourt Square and continuing into Saint Mary's Street.) The passageway to the car park needs to be reopened soon!
- Any signage needs to be well fought out. We have too much unnecessary signage in around town.

Neither agree nor disagree

- The textile banners installed at the entrance to Church Street and Beaufort Arms Court have been a complete failure: illegible, unstable, unattractive, inappropriate to the historic setting. Church Street is often used for filming, hence eg. permanent archways at either end would be detrimental to this. The best possible option to enhance Church Street will be the repair of the derelict buildings and the re-opening of the Barton passageway through to the Town car park. What powers do the Town and County council have to fine and ex-propriate irresponsible, reckless property owners who refuse to maintain their listed buildings?
- i think filling empty shops is the critical thing. Signage, lighting are secondary considerations
- Wasting money
- I think money would be better spent on building maintenance, more shops being ready and greenery.
- This project is already underway, so I am unsure why is it part of this proposal.
- Would be more welcoming if the street surface was better and no eye sore buildings

- The "proposed vision" all seems like marketing BS with little substance. Buildings need expensive repairs, some are in danger of falling down, and access to Church Street from the car park is indefinitely blocked. The aspiration reads like facile, marketing BS. As a volunteer for events and supporter of town business I don't find any actions described that will resolve known problems. Transport is a key issue affecting quality of life. Poor quality of pavements restricts mobility. Parking is abused and cyclists are second class citizens. Attention to issues are needed now, not as a future hope.
- The surface of this important street is awful for mobility scooter. Drainage in centre hard to cross and paving slabs need replacing. Boards are an obstruction to wheelchairs and pushchairs also mobility scooters. We need a new green grocer hard for elderly pensioners.
- What is already well in hand to install new signage and information, so a lot of support is being given to support the local businesses. This has been well publicised in local press and the area has been given an identity. Church Street Quarter - leave well alone
- I feel it's more important that independent businesses here are supported and encouraged. As well as making the buildings structurally secure of many more years. It's disappointing to see historically beautiful buildings clearly crumbling.
- A new entrance won't address the poor state of repair of some on the buildings. The old greengrocers and bakery are an absolute eyesore and possibly dangerous too.
- Already easy to find
- Using old photos does not help people's opinions

Disagree or strongly disagree

- again display related costs can be better spent to provide more amenities and ensure road safety, especially for cycling
- Do people really look at signage?
- Church St should be all about celebrating its wonderful independent shops and full occupancy!
- All property needs to maintained at a minimum standard or the council should compulsory purchase dilapidated buildings to renovate and sell at a profit.
- The buildin that was home to "Phil Munday's Grocer" is an example.
- The building that was home to "Merlin's" is an absolute disgrace and should Cpo'd to give a public message to Landlords who allow this neglect.
- Not the right emphasis...beautification won't alter the fact that the town is dead. Independent shops are

almost gone and we have a few lack lustre shops, a few 'chain' shops, loads of charity shops and too many coffee shops. Improve access, cheap or free parking and improve infrastructure. Stop building on the flood plains. Consider transport...there isn't any public transport in my area. Monmouth is the nearest town for me to shop, however I have to consider carefully when and if I should travel in, because parking is difficult and access can be a nightmare - if there are issues on the dual carriageway and through the town via the narrowed main road.

- money will be better spent on provision of a bypass for Chepstow
- Waste of money
- The name Quarter is totally overegged to be something much grander than what it is. It's laughable. I'd be so disappointed as a tourist with what's there.
- Clean it up, lower business rates and get these buildings restored and renovated. Not wizzes and bangs. Get the basics right.
- Spend money on basics.
- Stop wasting money on superficial stuff which does nothing to enhance the town
- This is beautiful as it is.
- All the above entrance switches will not improve the I saw that is the old grosses shop, the empty Santander for the photographic shop. The bench area is a disgrace with dropped cigarette ends
- It is satisfactory/okay/good as it is
- It is fine as it is
- Just a waste of money
- Do not like the idea of the approved welcome arches
- Church Street has been barricaded from Agincourt Square by unsightly planters and a bike rack. The drop off area for coaches has been blocked in meaning a huge loss of custom from tourists. Please spare us from more ill thought out changes. Respect the architecture and let it speak for itself! The area does not need more tacky eyesores.
- Make sure the buildings are stretchy sound any money is spent to make it look more attractive
- Apart from the signage from the carparks and Agincourt Square, the project is well on its way and should be implemented soon

Agincourt Square Activation

Strongly agree and agree

- This should be a priority.
- I agree WITH CONDITIONS. Materials need to be considered, not too modern. All plans so far look to have very urban modern plans a deviation from the historic vibe of the town. Less minimalist design, it has no character. The market should be local farm producers.
- I'd like to see less parking on the paved areas and parking on pavements here, it would help make the space more pedestrian friendly. Even in this image above there is a car parked on the double yellows! Bring the space to life with people and events
- Agree as there are a few stall on Blestium Street and a few in the Square, looks a bit sad and half hearted. Bring them together and make more of a thing of it to attract more stallholders. USE the market hall as what is - a market hall - give us a Borough Market type venue!
- Agincourt Sq is underused,I actually don't even know if shire hall is open to the public
- It is a wonderful space
- Yes Market stall holders should be incentivised to build up the size of the market to drive extra footfall into town. Reduced rent for the first 8 weeks of trading to help establish themselves. Standard stalls should prevail payed for by the council supported by good weather/ bad weather layouts. Maybe utilise the Nelson museum to hold a permanent market with space for pop up shops.
- Parking
- Pedestrinise Agincourt Square completely, preventing traffic except for early morning deliveries.
- A great idea, but space is a problem. This should be the location of the weekly market. Not in Blestium street. On market days the Agincourt Street should be closed and used for the market. Additionally, the road in front of the Shire Hall should be narrowed for use only by traffic coming up Monnow Street. Traffic wanting to go down Monnow Street would be diverted from the Hereford Road traffic lights to go via St James Square and St John's street to join Monnow street.
- Less on street parking and more traffic control measures. We have plenty of other parking and pedestrian space must be the priority
- Yes
- A regular farmers market with organic local produce (on a Saturday) would again be an excuse to visit the town with the family. Live music and performances would provide entertainment and enhance community. A

decent coffee cart and bakery would be ideal to have at a morning food market.
- Move all the market stalls back up to the square. Shut Agincourt St on market days for stallholders to use.
- It's lovely as it is but any improvement would be welcomed
- Area has huge potential for visitor attraction. Could hold mini open-air concerts etc during summer evenings. Vibrancy potential can be ascertained by success of Lantern Parade climax in the square.
- Lots more stalls need to be encouraged here to make it a bustling market over both days of the w'end, this will help local businesses as well....
- It needs to be accepted that Monmouth is likely to be an extremely busy centre for vehicle traffic due to the road layout and lack of ring road and the fact that the town is the main centre for a very large rural area whose people will always depend on their private cars for shopping etc in Monmouth. The demographics of Monmouth will also increase the use of the private car in Monmouth due to the age profile of Monmouth residents.
- It would be nice to have seating areas that aren't tied to pubs and other businesses in Agincourt Square.
- Market needs to be specific & monthly, i.e. food one day, bric a brac, flea market
- Consult with the residents
- But not make it too crowded
- Maybe additional seats & less ugly wooden planter tubs near to the Rolls statue.
- If all traffic was removed, except for re-stocking and emergency access early morning and later at night, the whole area is enhanced and the bottle neck it often is eliminated, this goes for the whole of Monnow Street.
- Hopefully return of markets and food traders hot food and farmers produce
- Currently under-used. What brings a town to life is that there are spaces and opportunities for people to come together - building a strong sense of community, and pride in our collective identity. The town is full of untapped potential.
- A market needs to beat Agincourt square in the centre of town and not in a car park at the edge of town.
- Moveable seats definitely. The market offering needs to be rethought. Separate small clusters at the shire Hall and bottom car park are too disparate, they lack impact. Put them together and have tables and chairs out. Need a lot more stalls.
- Needs much better accessibility and publicity of Shire Hall - the Old Court Room is too easy to miss, Chartists need to be more prominent. Needs 9-6 7 days a week

opening of Shire Hall. Include a coffee shop in the portico.
- Regular markets, making it easier for people to chill and for businesses to set up stalls and cater to customers would be great!
- Take away the railings and make it more accessible
- Having a market or events in Agincourt sq brings this area alive
- The current situation in this area seems 'piecemeal' and needs to be more appealing.
- Yes, but they need to be quality not what's attracted to Monmouth now and need to work for the Town as a whole not just be a cash cow for the Council.
- It is a nice open space. Not sure about shelters, don't spoil it. The markets on Friday/Saturdays run well. What a Wednesday food market?
- Use your market hall!
- It would be nice if historical aspects can be kept alive.
- Bring back the market to where it should be - in the town centre, by the Shire Hall.
- Any improvements to the town are good but must be sympathetic to the character of Monmouth.
- Bring back the music festival and have more things going on other than the market. A beautiful square.
- You have to calm the traffic otherwise it is all still too noisy and fast to relax in.
- The market flourished when it was at the top of town before being moved.
- Put the market in one place, splitting it top and bottom of town ruins it
- This part is under used and a better market is a good place to start. I think there could be different markets every day like in Abergavenny.
- Somewhat limited space for more market stalls plus access for stallholders requires innovative and lateral thinking otherwise it will fail and waste money
- If possible, need to encourage more of a farmers market rather than stalls selling clothes. Needs to be in one area, at Agincourt Square.
- It would be lovely to have more seating in the Sun, not just in the shade
- Beaufort Square residence resist use of Beaufort Court for evening restaurant
- The local markets provide an interesting focal part of Monmouth appeal do not overcrowd the square though.
- This building should be lit up and used, especially in the spring summer months. A beautiful place that is closed most of the time we nothing to offer to the average

person. The courtyard is prime gold, and we do nothing with it. So sad.

- Important but needs to be closely linked to the proposals for Shire Hall as a unified scheme enhancing both the use and the building setting / accessibility and attractiveness - standardised market stalls scubas in Hereford market would be a good starting point
- What can actually be done if it's all listed?
- Please do not impact the current traffic system. Forcing cars and traffic out of the town centre will not improve things.
- I agree that the area outside the Shire Hall is currently under utilised and would love the poor attempt of a market that exists at the bottom end of town to join forces with what happens by the arches. I would be wary of expecting people with mobility issues to attend things on the (listed) cobbles as they are really difficult to walk on.
- Not sure what an arrival at the back of the Shire Hall means.
- One of the things that would help if there were more bins for litter I know that there is a person that works at cleaning up but they can't be everywhere and there are volunteers but more bins would help
- Local markets, maybe better run by local organisations. Market at bottom of town definitely.
- Selective lighting to show of buildings would really enhance the setting
- When visiting a town I look for an interesting market / market hall. As a resident I like to use the market and shops. In my view the town market could be better developed as an attraction and a utility.
- I fear that too many people in Monmouth can't afford to support specialist markets. Artisan foods are pricey . Previous attempts to have a farmers' market have failed due to lack of support. I love the idea but think people are too pressed for money currently.
- no shelters or seating the ones put up a few years ago are dismal
- as long as adequate parking and traffic flow is available with free parking t mitigate the damage MCC has caused by implementing the ridiculous "temporary" covid measure.
- Look back to 20 years ago when Monmouth was vibrant. Encourage more diverse restaurants. Support the pubs. Support retail in the high-street. It's far better nowadays to go to Hereford.
- Move the traders from the bottom of town . The market is disjointed and with minimal traders at the bottom of

town , it doesn't look like many traders are there . They use up many car parking spaces that could be used for shoppers . More events should be held in town . For such a large town , our events are shocking !

- Without connecting this with Beaufort arms court you have quite a small constricted space in front of shire hall, which feels transient and not a natural pausing point
- Reduce the amount of parking on Agincourt square and making it easier to cross the road in this part of town. Prevent drivers parking on the wider footpaths and mounting the pavements at the pinch point. Encourage more market traders and street entertainment/musicians. Clamp down on landlords who let their buildings fall into disrepair. Bathodynau I staff sy'n siarad Cymraeg fel bod ni sy'n siarad y iaith yn cael cyfle i defnyddio fe yn y dre [Badges for staff who speak Welsh so that we who speak the language have the opportunity to use it in town]
- Regular specific markets with themes and evening food festivals occasionally would be great
- I liked the Christmas craft fair which has seemed to have disappeared.
- This is an area that is attractive in its present guise but is not fully utilised.
- Have Shire Hall open on all business days, for more inviting area and especially in summer & week ends in winter.
- The split site market doesn't really work as they're too far apart. You need to look at Abergavenny to see how a market should be.
- No comment
- Sort out the bus stops- there aren't any, there is simply road space which is ridiculous. The road is sometimes blocked both sides with buses and passengers feel obliged to hurry. Lost parking for dropping off and disability needs to be replaced. The top of town is basically out of bounds for disabled/elderly/visually impaired with no safe crossing points.
- The market needs to move here and be expanded
- As a recent new resident of Monmouth, I was a quite disappointed the first time I visited the existing markets at each end of Monnow Street. There isn't a strong independent, artisanal feel with traders selling second-hand DVDs or cheap clothing made overseas. I'd like to see more stalls from independent craft businesses, be they clothing, homewares, local food producers, etc.
- Promoted and grow the regular markets to create a thriving market Square yet again

- Engagement from market workers in Abergavenny to improve market would be beneficial.
- As a market trader at Shire Hall under current management of MonLife I would be enthusiastic to see new management that is interested in a thriving. more organised market
- Tourist information sign is needed
- Agincourt Square should be the jewel in the crown – monthly food markets, craft fairs etc. Street performance (see Covent Garden, London).
- There needs to be appropriate and helpful parking areas for those setting up and taking down stalls.

Neither agree nor disagree

- regular markets sound good if enough parking is available. Better to pay charge than not have any parking
- I think Agincourt Square is lively and attractive and there does often seem to be events happening there.
- A regular, local farmers' market at Shire Hall would be an invaluable asset.
- You need to go back to the drawing board and ASK us what we what before putting advanced choices in front of us as if that is the only option. The option to leave our town alone and fix what is already broken should be first and foremost.
- As long as the markets are better quality stalls then yes. Not sure about events would depend on what they are,
- Again, filling all the empty shops in the square is key to revitalising it. New infrastructure is secondary.
- Agree in principle but would like to enhance this area as a place for people to sit, meet, children to play etc.. As a public space in centre of town, I'm worried that markets and events might squeeze thin casual community use. And why is there no mention of Beaufort square?
- I would worry about if the disruption would be worth the end result
- Not sure it is top priority
- We need good alternative planting. Compare Raglan, Usk, abergavenny, Chepstow. Monmouth planting has been lacking design and colour for at least 20 years. Good planting is more important than constant messing with trees, chairs tables. Putting railings around Shire Hall gives it a cut off field from the square building is under welcoming compared to other towns
- I think that the market should be moved to Agincourt Square to make one area more vibrant. On many occasions there may only be one or two stalls at Blestium Street but whole car parking area is closed. It

would be more beneficial to Monmouth if the area was returned to much needed car parking.

Disagree or strongly disagree

- Infrastructure cannot support events here…pinch point makes movement of road traffic difficult and at times dangerous for pedestrians
- dislike of markets - detract from the permanent retail outlets
- Have it elsewhere as this is a nice clear space
- Lots more disruption for residents whilst it's done. There seem to be constant roadworks in the town. Don't feel it needs improving.
- Because the roads have been narrowed it would cause to much additional chaos to have a regular market back in this area. Market should stay at bottom of town.
- The proper place to home markets would be the market Hall the clue is in the name! It was designed to house markets and given the success of other towns this is the obvious use for this building would be comfortable for traders and customers
- Agincourt square was renovated a few years ago at a cost of £100,000 to regenerate the top of the town. It has had no effect. Disrupting the square again to add services is an unnecessary intrusion. The Musical Festival used to be held there successfully every year using the existing infrastructure.
- The market obscures the entrance to Shire Hall meaning many visitors do not realise that they can enter of course if the museum has been retained in the market Hall it would be different. Why not create an indoor market/event space in the market hall?
- Encouraging more entertainment to the top of town does not work. No parking in the evening. The cattle market could be used as before for market and festivals with Chippenham used as well. Also some covered areas in the cattle market Blestium Street would be useful.

Cinderhill Street Gateway

Strongly agree and agree

- looks too urban, needs to be made to fit historic town. Need to use eco friendly materials to improve drainage. Use native plant species. NO MODERN DESIGN - use historic and quaint design. Currently looks like trying to copy every city centre in the UK. try to have some character
- A crossing on St Thomas Square before the one on Drybridge Street would be incredible as a St Thomas Square resident.
- This area is currently very difficult to traverse on foot, with no clear crossings or poor quality crossings from the hotel and the Beech Rd underpass. It is dangerous on a bike too. Access via wheelchair is a challenge as pavements are not smooth and crossings are not clear. Visibly its an unpleasant first view of a beautiful town, the new bridge should never had been allowed to be so ugly. A mosaic covering it (or something similar) might soften its look. Greening up the space, providing clear crossings (without the need for islands) and reducing speeds would certainly help.
- Sadly locals & visitors have been deterred from sitting in this lovely space because of blatant & overt drug use by minority.
- The housing after the shell garage and toward the traffic lights is very poor and should be upgraded to reflect the town. Permanent landscaping in front of these houses would soften the approach into our beautiful town.
- Parking
- Trees and flower beds only look their best in summer.
- It definitely needs to be made more attractive and walking over the bridge from the side where the garage is, is quite tricky because the pavement runs out.
- Need to improve ambience and pedestrian environment but is a busy traffic route that cannot be too restricted. Crossings near garage for hotel, garage and safely linking walking routes necessary
- It would be nice if this area looked more aesthetically appealing for all those who enter town from this direction.
- Replace lights with roundabout if possible.
- Some concern over narrowing of road.
- I foresee the reduction of 3 lanes to 2 lanes causing a lot more traffic congestion.
- I don't think that you can exclude vehicles entirely from the centre of Monmouth. I do think that car parking

charges are too high and stifle trade - it was hugely disappointing that MCC decided not to have free parking on the Saturdays before Christmas in 2024, especially as shops were already struggling with higher costs and lower footfall. Parking charges do make me think twice about visiting town for leisure on non-work days, as larger out of town shopping centres in Newport and Bristol have free parking all day.

- The lower image makes sense and looks good. I am concerned about the single carriageway image in the picture above. Where have the traffic lights gone? There are so few traffic routes through Monmouth, it is essential that roads are kept wide enough for vehicles. If the A40 shuts, big traffic sometimes comes through Monmouth and this must be allowed for. The existing planters in town have not been well cared for.
- Has anyone properly explored how Monmouth traffic flow works at different times of day. Many people cannot be told to walk or cycle to work - they work too far away.
- Remember that the Cinderhill Street gateway is used daily by 100s if not 1000s of cars travelling to and from the recent Overmonnow, Rockfield etc housing developments. The need to alleviate traffic problems at peak times is essential here.
- any improvement to slow down traffic, make it feel like a part of the town rather than a route from A to B.
- Cinderhill street is passing by point
- The flower bed in the St.Thomas str. area is not in good condition
- As long as it doesn’t cause disruption to traffic for those who have no choice but to drive
- The only problem with more plants is that if not cared for they can be an eyesore!
- Closing Monnow Street to traffic except for early morning re-stocking, property maintenance and emergencies would reduce the traffic over the bridge substantially. Pedestrianising Monnow Street is the forward looking way to go
- My only concern is damage to the hard effort by MCC due to the certain kids go out of the way to cause damage probably police patrols.
- At present it is the service entrance to Waitrose, car park - kind of the functional elements, but little joy to be found there. Agree that a better first impression is good - as long as i) it doesn't create a traffic bottleneck, and ii) alternatives for parking and active travel are still available. Actually, it has some of the best views of the rive, but are pretty much over-looked currently.

- The fear is the terrible traffic jams which will be caused by these improvements. The impact must be minimal. This side of town always suffers due to the council's improvement plans. The plans must not be started until Inglis bridge is returned to use. We will need that access through to Osbaston.
- A large proportion of my friends who don't live here have a negative and off-putting view of Monmouth as they get stuck in traffic jams at the lights. If ever there was a case for arguing for a flyover...it would definitely help with the town centre placemaking.
- Not a #1 priority
- Local residents need to be engaged to ensure their satisfaction with any work proposed.
- I agree with certain things but believe the narrower roads could cause issues
- I like this one. Shame the new bridge isn't included, it is depressingly bad for pedestrians. Seemingly designed without a view for how people travel on foot.
- 'Not narrower roads. But rest acceptable.
- Will the landscaping obscure the traffic lights?
- Cinder hill street could definitely be improved for everyone to use confidently and safely.
- I am more keen on beautiful green space with plants (need maintenance) than artwork
- Seems
- The existing arrangement is not pedestrian friendly only allowing one crossing point and any scheme needs to address this issue
- Direct hgvs bound for industrial estates down link road. Coach parking at premier inn
- Not sure what "narrower roads" means. The recent narrowing at the Wonastow Road junction is a hazard for traffic, and the Bridges crossing is frequently ignored by drivers. Of course it is good to make the entrance attractive. Encourage people to use the riverbank rather than sit in ugly shelters amid the main street traffic.
- Since coming to live in Monmouth in 1974 I have hated this entrance to Monmouth mainly because old buildings were pulled down and replaced with 705 buildings should never have been put on our mediaeval streets. Don't forget dropped kerbs
- It's very hard to cross the street here, and could be a lot more pleasant for those walking in from the Premiere Inn with some work
- Reduce cycle paths or separate them from pedestrian areas. The cyclists speed over minnow bridge and around the corner into drybridge street - very dangerous to pedestrians

- Make it better for pedestrians to walk and cyclists to cycle
- Planting of trees is fine EXCEPT near/on junction. Trees grow (and MCC does not appear to have budget to manage existing trees/hedges/Furniture on roads) and although the junction is light controlled, it is always safer if drivers can see fully left and right for safety reasons when crossing/turning at that junction, which would not be the case if trees are planted on the corners, especially as indicate in your proposal.
- This is the main gateway and needs improving.
- No commentators at this time.
- Anywhere with trees makes a place look better
- Definitely needs trees and better street lighting
- But the importance of visibility for pedestrians and drivers is very important. It can be very difficult crossing safely especially with children. Trees, overgrown shrubs, may obscure good visibility.
- Dylech sicrhau bod llwybrau saff I feicwyr ar gael sy'n gallu cysylltu Carbonne â'r dref [You should ensure that there are safe routes for cyclists connecting Carbonne to the town]

Neither agree nor disagree

- It's ok, but get the main town sorted first!
- This will be amazing if done in all towns. Why do it only at Monmouth?
- It's a part of town I rarely visit.
- Nice but need the destination to be better town is dying and the crazy weird pavement installed for Covid looks a mess
- All of the proposals appear to ignore the significant traffic flow issues faced by the town that are exacerbated by it's position on two rivers. Schools are a significant contributor to the town, attracting families, enhancing the value of property, employment, trips into town after school drops and many other benefits besides those. Public transport is limited and restrictive, the wider community live in the surrounding rural areas where transport is unavailable yet the plans do not address traffic routes for the volume of traffic that the town needs to accommodate. This needs to be addressed, without proper traffic routes the plans for the town cannot work for those who live here.
- That is so unclear of where you mean I can't comment.
- In reality, I don't think that there is enough space there to add that many trees that would grow healthily and successfully.
- I agree that this entrance to Monmouth is currently dingy at best, but I think it's important to understand the main function of this gateway, which is cars coming off of the dual carriageway. This is not a main pedestrian

thoroughfare. With this in mind, it would be important to make it easy and simple for traffic to flow and find their way to car parks. I love the idea of adding more greenery, but if not well maintained, planters can become an eyesore themselves. There are planters already placed outside of the houses and the takeaway and convenience shop here. If you look on google street view, they are already in an eyesore state. Adding more of these planters would exacerbate this issue.

- More trees and greenery is never a bad thing but need to be wary of maintenance and ensuring that trees are planted correctly and effectively so they are able to thrive (don't get damaged or nicked). There are already small patches of vegetation on the pavements which don't look like they have been very well maintained and look scraggy. I'd be wary of just having more of that. Narrowing the roads feels like it could cause issues for high levels of traffic coming off the motor way exacerbating congestion.
- Planters will obscure drivers' vision of lights
- I worry about the trees reducing visibility and the traffic backing up towards the garage and A40.
- Whereabouts, if around old Bridge strongly agree
- Restrictions of access into town by the largest lorries would help.
- I would not like to see narrow roads, we have lost road space overtime and people with prams would find it very difficult also cyclists would use them to ride which is quite difficult and dangerous. Also, if more planting, would be weeding, etc looking after the cutting back, etc
- critical junction and restricting traffic at the pinch point needs to link to the other highway schemes further out
- I don't think this should be a priority. Signage from the A40 would be good.
- make it good for all users
- I think this would be mostly to the benefit of vehicle arrivals rather than other means of transport (foot, cycle) as footfall is low here.
- I am concerned about more traffic hold-ups if the road is narrowed the delays in Priory Street are example of badly thought out changes
- Keep the gutters and footpath, three of litter and weeds!

Disagree or strongly disagree

- This isn't what I perceive as the 'gateway' to the town. It's a functional road that does its job adequately. The attention absolutely needs to be focused on the centre where people are engaging with Monmouth's Town, not a thoroughfare.
- Yes, lorries, vans, ambulances, fire engines and people that can't walk or cycle from home, need to drive along these already narrow, cramped roads. We don't want naff planters that end up looking like neglected

vegetable boxes along the widened pavements! Not all of us are fit enough, able or live close enough, to cycle, walk in to Monmouth, to browse in the nonexistent shops and chill outside on the sloped widened pavements for a coffee.

- Not all of us can cycle and narrower roads just cause jams. Improve the Old Wye Bridge entrance and the public toilets but leave the rest alone.
- Disagree with narrower roads
- Traffic from school is a nightmare - whoever designed this has no idea of the reality of life!
- An unnecessary expense. Would do nothing for the residents of Monmouth. There are many other things that money should be spent on.
- resource will be better channelled towards a bypass for Chepstow
- nice looking but funding would be better spent on the high street
- Priority here should be ease of driving and accessing town. Pedestrians mainly enter town via old Monnow bridge, not this way
- Need to ensure good vehicle access and cheap availability for parking
- Narrower roads are not a good idea. Monmouth is busy because everyone drives in from neighbouring villages particularly older people. You can't cycle in from the Hendre or elsewhere as it is so holly and the population is older. This just makes it harder to access by car which is most people's form of transport.
- Vehicles being built today are far too big for narrow roads.
- Once again it will remove badly needed parking from Monmouth and slow traffic flow!
- More planting yes, but narrowing roads will make life difficult for drivers of buses, coaches, and delivery trucks.
- This is not Al Dubai for goodness sake. Look at the width of the road! absolutely ridiculous.
- Doesn’t show the history to its full extent
- Traffic was absolutely horrendous at this place during the road closures and would only be made worse by making it more pedestrian friendly. It is already easy to walk from Drybridge over Monnow bridge
- It seems that the strategy is to drive in to monmouth via dual carriageway and park up outside the town.
- As the main access route from a major road, please think carefully about narrowing of roads or raised 'speed cushions'. They make little impact to behaviours (see King's wood Gate for an example of narrow roads and speed cushions having little to no impact on driver

behaviour) and cause a bit of a nuisance for those of us who obey road laws.
- Street planting and narrowing roads is destroying Monmouth
- Pointless expenditure of money that could be better used elsewhere
- Why do you show a car pointing the wrong way on a one-way street, do you know nothing about Monmouth! Why have you lost the traffic lights. Why are you using different coloured bricks to show crossings when this has been proven not to work in other towns. Why do you view this as the entrance. Why aren't you showing improved heritage signage on the Dual Carriageway to entice people to visit. Stop putting trees and planting where they aren't needed you block the view to the river on the one side. This is appalling.
- Narrowing roads any further will cause/already causes real problems for pedestrians - dangerous as bicycles swish past old and young, mothers with prams. Don't please don't narrow anymore so that people on bikes can 'actively' push past.
- Entrance from Cinderhill Street is fine as it its. Money would be better spent on improving Monnow Street for example getting rid of the covid measures and seating to provide more parking in town and the shops that are in Monmouth
- Who's going to attend to tree roots lifting pavements? Who's going to attend to masses of leaves in autumn? Trees often cause blind spots for motorists. As there's no money to maintain theme, pruning, sweeping up leaves - hazardous to pedestrians when raining.
- You're just trying to reduce our roads stop it. We don't need trees in our Town Centre we are surrounded by natural beauty and long term the roots will just lift the pavements and road surface leading to problems with pot holes and raised pavements.
- Narrower roads will cause further traffic problems
- Narrowing of the roads to let cyclists use the pavements is a bad idea. With traffic travelling at 20 mph it should be safer for cyclists to travel on the road. Yes to more planting and better signage. Yes to better signage and public art. BIG NO to mixing cyclists and pedestrians on pathways - an accident waiting to happen.
- Surely this junction will still need traffic lights and road markings to be safe. These seem to have disappeared in the image above.
- Narrowing the roads will create traffic problem no one walks into town apart from ramblers. The minute there is

an issue on the A40 the town grinds to a halt. This will make that worse not better.
- Maybe in 25 years after everything else!
- The road narrowing outside Bridges is terrible, very dangerous for cars and lorries, with people parking on double yellow lines. Why would we want to do more of this? It just makes it harder for car travellers but hasn't improved anything for pedestrians so won't encourage more people to walk.
- Idiotic idea
- Narrow roads is not the option to consider. Pollution will sky rocket. Making the entrance better is always welcomed, the bridge over the Monnow is a disgusting eyesore. Where's your vision for real change?
- We definitely do not need narrower roads - traffic is already an issue coming in and out of the centre.
- Pedestrianising creates less options for drivers and is lik reduce footfall. Most prople drive into monmouth and other town centres who have made this mistake have killed their high streets. To make if greener, suggest free water refil points, planting more trees and including more electric car charging points.
- It's one of the most ridiculous places to narrow a road where the traffic flow currently works- it would be like replacing the motorway on the severn bridge with a single lane.
- Waste of money. Road is already narrow. Spend money on Monnow Street pavements!
- This is a main artery out to Rockfield and through town. The notion of "narrowing roads" is careless and thoughtless and lacks imagination.
- The roads here currently work perfectly to allow a sensible flow of traffic through town and cope fantastically when the A40 snarls up. To alter this seems foolish. A 'Welcome to Monmouth' sign would be quite nice though.
- Do not make roads narrow and pavements wider!!!!
- Narrowing the roads would cause way too much chaos as this is main entrance for heavy goods deliveries and coaches to town. The layout currently works perfectly and adding additional trees would just cause sigtline issues. Pedestrian access is great as already an existing crossing there.
- We live in the middel of the countryside surrounded with fields rivers hedgerows and one of the biggest forests in the UK. We do not need more plants at the expense of traffic flow and parking.
- Think lessons should be learnt from the disastrous rework of junction a Wonastow Road and Rockfield Road

– and St Thomas roundabout/crossing. Both are hugely unpopular and potentially dangerous. And please can we forget all of the emphasis on trees and rain gardens?
- Everything seems to be anti cars. Do not narrow roads or raise footways! Public art - yes. Lighting - Yes. Planting - No it goes to ruin with rubbish and dying weeds. Abergavenny and Ross work pretty well.
- We don't need plants and trees! We need visability.Where are the lights ? You have taken parking away . We do not need art . What a waste of money . Narrower roads ? Who's making this up ? No , no , no!
- Residents do not want any more narrow pinch points for the roads.
- Narrower roads? Are you mental? Town is already a pain in the arse to access by car.
- Why do you want to prevent visitors being able to drive in to Monmouth without congestion? The pavements are here are wide enough. The river bank provides greenery and trees. Why try to make it look like an inner city
- There has to be some traffic flow through this area; this area is marginal now - these plans will make it a nightmare. The Blestium Road rationalisation is enough for this area. (see also Dixton Road)
- It looks ok as it is.
- Better signage especially on the approach from the A40 to the roundabout which is often not recognised as such.
- Narrower roads are not a good idea as the area has to served by large lorries and buses etc. Narrower roads would cause more blockages.
- It's difficult to see what specifically is being proposed. Do the pavements upon arrival from the south (by the Shell garage) really need widening?There are no real pedestrian destinations here. any aesthetic improvements would of course be welcome along with improved signage. Signage to send HGV's towards the link road would be more than useful it is currently lacking. HGV's for the industrial estate heading to Drybridge House and then using Wonnastow road isn't good for anyone and Sat Nav isn't smart enough to know that. More obvious igns that make it clear they need to use Portal Road and the Link Road are needed.
- Shared space for pedestrians/cyclists and or vehicles maybe good in theory and on paper, but in practice makes a very dangerous combination for visually disabled people. I and family now actively do NOT cycle when in a shared space with pedestrians or vehicles. Husbands journey to work locally used to be by bicycle. The shared space is dangerous for both pedestrians and cyclists, especially at busy t8mes, people are on their

phones and often spatially unaware. He now uses a car rather than cycle due to shared pedestrian pavements and narrowed roads feel even more unsafe.

- To preface: I'm resident in this part of town, and access the town via the route from Portal Road and Cinderhill Street over the bridge by Chippenham Playing Fields. Please ensure that any pedestrian-first measures are not taken without regard to maintaining traffic flow through the area, otherwise the roads will become more congested. If Cinderhill Street is considered a gateway to the town for road traffic, then we should be aiming for all road users (pedestrians included) to have as unimpeded as possible a route to the centre of town; creating traffic problems will not make a good first impression for visitors entering the town from the south. On that basis I would be against implementing shared space crossings, as they are not effective or safe to implement in areas with high traffic volume – which, by definition, is what a town gateway is expected to have (https://www.ucu.org.uk/media/8143/Shared-space-how-safe-is-it/pdf/shared_space.pdf). The off-licence and chip shop here attract vehicle users, which adds to congestion problems and will further increase the risk to pedestrians and cyclists if shared space measures are implemented. I agree with the proposals for tree planting, landscaping, and green infrastructure. The quality of the housing in this area may pose a challenge to making the area more attractive as an entrance to the town.
- Reinstate the beautiful planting of the ground at the cross opposite Saint Thomas Church the widening of the road has spoilt that area
- Signage on A40 before road into Monmouth would be beneficial and coach parking.
- Narrow roads would be a disaster, lorries need to be able to get to the industrial estate. The area around bridges has already been altered. The roads are too narrow for lorries/tractors/buses. The pavements have been widened – no more people use the pavements just because they are wiser! Professional artwork is welcome but the paintings on the shops are amateur and no better than graffiti.

Bus Station Improvements

Strongly agree and agree

- Yes, but low priority.
- As above, use natural matierals where possible , green roofs. Not too modern design, use stone or wood. it is a towwn centre not a city centre. Current plans lack character and are too minimalist and modern to fit in with historic town
- Clear signage (which side of the road to catch your bus) and improvement of safety (crossing from one side to the other over a swathe of tarmac) would greatly improve the user experience of the station. Plus benches and shelters, it rains in Wales and not everyone can stand for long periods! It also has the 'back of a superstore' aesthetic currently and does not reflect the historical nature of the town.
- It just needs needs to be functional
- Public transport in general is quite poor in Wales so any improvement is a good thing
- I don’t think the bus station is as bad as the narrative suggests. More buses, especially at weekends would be welcome
- No point if there’s hardly any actual buses to use
- I don’t think it’s the most important thing
- Terrible bus service anyway so what’s the point! No incentive to use public transport
- Needs better shelters to protext bus users from the weather. Would encourage public transport use if it didn't involve a half hour waiting in freezing wind and rain.
- Improving the look would be great, however improving the number of routes and the timing of buses to link with other public transport (especially trains from Abergavenny) would be of greater value.
- The single biggest problem Monmouth has is that public transport is so irregular as to make it a luxury which can be enjoyed if carefully planned around but never considered as a reliable resource. The number of routes needs to be expanded, and crucially, more buses should run throughout the day, especially to Newport which is main 'commuter' route for Monmouth Residents. There should be a direct bus to/from Newport which departs regularly from early in the morning until at least 8pm. This means that it is possible for people who commute to Bristol, Cardiff and even London to be able to do so entirely using public transport. This would increase the number of working people who are willing and able to live in Monmouth, and would boost its economy.

- It’s very good as it is but any improvement will be welcomed
- Any improvements to be welcomed. At present it is a very unattractive and unwelcoming spot.
- There needs to be more emphasis on express bus availability to encourage more use of busses to employment and education centres such as Hereford, Ross, Gloucester, Newport, Bristol; and Cardiff.
- Definitely more trees as it gets so hot there in the summer
- More comfortable seating
- Nice already this would be a great addition
- Looks nice
- The art is a waste of time flaunting money at a time basic amenities are neglected. But the area could do with better signage
  .. and more busses.
- Although I agree. First creating better transport links and more buses would be a good start before making it look nice.
- I use the bus station quite regularly, a bit of tree planting would improve its look!
- Complete revamp to accept national express again,covered shelter and landscaping
- Much better shel;ters and signage needed. Whole bus station area is very "sad" and drear at present.
- I didn't even know this classed as a bus station for ages after moving here.
- More green space would be welcome.
- This is the best part of the proposals, but could be done better - we don't need trees the fallen leaves will cause slippage issues for the elderly that use the bus station. Why do we need the road dug up to put different colour paving in, do you think pedestrians and motorists are THICK? You appear to be making changes for the sake of making changes. We've had enough of our roads being dugg up. Leave our roads alone. You're spoiling our beautiful Town with all these stupid ideas. We want our high street back, get rid of the wide pavements. You have raped Monmouth. Stop It!!!!!!!
- It will make the town look lovely with the new trees, plants and artwork.
- More frequent buses?
- Improve bus links to regional towns.
- Good pavements and good shelters is all you need. Your ideas will be too expensive.
- it would make the bus stop more inviting
- Some buses stop on one side of the bus station. Others stop on the opposite side. It's not always obvious.

Signage for each side and it would mean another bus shelter on the opposite side.

- This is the only workable option you've included. But why do you have to put coloured pavings in. We don't need our roads dug up anymore. Spend the money on filling in potholes. We don't need trees in our Town Centre we are surrounded by natural beauty and long term the roots will just lift the pavements and road surface leading to problems with pot holes and raised pavements.
- Better bus shelters and more comfortable for elderly people
- Agree- some simple interventions could really make a difference here. Currently, the roads are so wide it is difficult to cross as a pedestrian.
- a no brainer, yes please!
- Also need coach drop-off
- A straightforward proposal which should be done as soon as possible
- It is a pretty grim space at present – any improvement would be welcome.
- Public transport is vital and of increasing importance bring back a (light) railway!
- A must do, could be an easy quick win
- Too much wasted space here. Monmouth is small, so every inch used is critical. Provide more space for pedestrian / seating, less for buses. Maximise.
- I don't understand the need for trees!
- But again, do not give less room on the roads for traffic.
- The bus station does work quite well at the moment. More seats would be useful when waiting for the buses the new board with travel information has been a big improvement.
- Not a regular user but lax character. Currently open hard space could be improved.
- Landscaping would really lift the area, it is grey and depressing at the moment
- This does not address the lack of public transport for the town. Few buses after 5 pm. As the Shire Hall board describes, no train station in this town. Compare with frequent services implemented for valley towns into the cities. Make it look nice by all means. But where is the action on public transport?
- Upgrade bus services to give more connectivity to and from Monmouth
- Yes make it people friendly it is a concrete desert at present. I never use public transport because two in frequent and unreliable. Why not put timetables in local paper?

- Would like to see additional provision for visiting coaches. Don't think we need an island with trees.
- Keep it simple and clean lines.
- The bus station needs to reflect the historic town and be useful for those that use it - more shelter, information and seating please
- More buses need to more destinations. No running of engines when buses waiting - to cut down pollution.
- It is not clear where to stand for each bus.. Could have more seating.
- To me this this is a quick win option. There is little that is required here apart from additional planting and signage.
- Better signage, better waiting areas, more buses
- Area outside HomeBargains is full of litter and store walls paint in poor condition. Overall appearance of bus shelters need constant cleaning , this is not being done.
- You need to improve pedestrian access here since that is the whole point of public transport
- Agree to improve the , however the amount of space on the island should be reduced from that shown in your proposal. I've been waiting for a bus there and there have been six (6) buses double parked in that area (M1, M2, M3, 65,69,68,60) area. Admittedly a rare occasion but it is always the exceptions that break a good plan!!
- Anything we can do to increase passenger numbers is great.
- Nicer waiting areas and ability to handle more buses as the bus services to the area needs to be improved.
- The New electric buses are really quite large and Monmouth isn't. Please please consider how they are going to turn into the bus station, the covid pavement bears the scars of having the rear wheels of vehicles long being driven over it.You appear to have planting drawn on the corner (presumably SUDS) If not carefully thought out it WILL get driven over just as The Cross roundabout by the Green Dragon Pub did after it went from round to oval. There is little that cane done about the exit from the bus station other than ensuring the buses are given plenty of space on the Waitrose side of the street(no parking bays or street furniture) so they can pull out straight and then turn.
- No comment
- Agree but needs to have be more of a hub with more information on travel.
- Local residents needs should be taken into account as a priority.
- I hope that access to home bargains and Monmouth keep are not affected

- Lorries turning into this area to supply home bargains often have difficulties when cars park opposite the turning

Neither agree nor disagree

- Looks ok but again, sort the town, Monnow Street and the empty units out first
- Would be nice but not the priority. More useful is more public transport
- I'm not sure how busy the bus station is due to a lack of public transport.
- This is low priority. More buses are more important
- This would be low on the priority list for me as it works fine as it is.
- Only if it doesn't hinder general traffic and parking
- Currently don't use the buses at all, though that area is just about functional, and a place to move out of asap. Given the lack of a local train station, what else can be done to support more integrated public transport (with the win of less need to bring a car into the town)?
- Its not needed. We do not need this upheaval in the town.
- The bus station serves its purpose but could perhaps benefit from additional shelters.
- Need crossing for pedestrians to access car park and home bargains
- Sounds okay, but is it practical and have room for buses to pass each other
- Again not a priority when there will be limited funds for projects. The new electronic board is very good and I think the existing bus station, if kept clean and tidy, is fine.
- Its behind the main street, which would be nice to improve first. But it would also look nice
- I agree that the area should be improved and to start with regular cleaning of litter and in particular the area at the back of Estero where they keep those waste bins - it is an eyesore and unhealthy! The home bargains carpark and entrance is disgusting!!

Disagree or strongly disagree

- This is definite "nice to have" and will not drive any extra business. What the down really needs is a metro rail link into Newport.
- Too cramped. Posters and planters won't resolve that!
- Larger buses and coaches would still have difficulty getting out onto Monnow Street. There have been accidents due to the tightness of the turn. Why not have the bus station at the Blestium Street car park. Near the toilet block.. Even rebuild a more attractive welcome centre and toilet facility.. The existing bus station could be a mixture of car park spaces and flower beds.

- bus services in Monmouthshire are abysmal, not fit for purpose and underused. waste of investment funds
- Unless you improve bus routes, matching bus timetables to improve connectivity, it is a pointless exercise. If you do improve bus availability, particularly to England then there is a point.
- get all traffic, including buses, out of the centre of town entirely
- Yes to adding some landscaping but not to reducing the space for buses to set down, lay over, pick up and manoeuvre past other vehicles.
- Bus station serves its purpose as it is. Public transport to and from Monmouth is shocking so why shell out money on that.
- Better signage and travel info is ok but dont waste money on a grand redevelopment and the AI image is too modern for our characterful town.
- I think the bus station is fine the way it is for the number of buses we have passing through Monmouth. I think the buses could be more frequent though and
- Pointless it will be vandalised within days
- This is not a priority - we need to increase bus frequency and bus times in the evening/night time (travel to and from Hereford/Newport/Cardiff/Ross at night time on the weekend)
- I don't see the need for more trees. If public art is to happen, please ensure it is of a professional quality.
- I dont believe money should be wasted on art installations when so many important services are being cut due to budget cuts
- What is the thing about public art ? Just tidy the place up !
- Not enough money to develop that, concentrate on the main town centre
- Don’t feel there is a need for this
- It needs to be practical and functional. No one comes to a town to see a bus station.
- It’s easy to find and isn’t a big enough space to turn into something more engaging. Better information and buses after 5 pm would be beneficial.
- it is a dangerous area and vision needs to be clear. Low plants not trees. A proper crossing point. We need a proper drop-off point for visitors to the town coming in coaches. Often Blestium Street is full with local buses especially at 12–1 when the drivers stop for lunch break.
- I believe it is adequate as it is at present

Slaughterhouse Arches

Strongly agree and agree

- ABSOLUTELY! Of all the ideas that would really make a difference to Monmouth, this is the one. This would be a real game changer, turning what has become an disgusting eyesore into a beautiful hub of culture and activity.
- Keep the historic stairs access, the road access can be made safely accessible. The step access keeps the historic character. I think the people of monmouth can use the stairs without issue dont strip the caracter. I think it is iportant to keep the hooks and architectural features. Again design should not be trying to mimic a city but have a quaint village feel
- A sad neglected part of the town that has the potential to be something special
- So much potential and unique to the town. Could be wonderful. But would need proper access, promotion, lighting, (very damp!). Could be amazing space for independent makers and producers. A real destination.
- A long overdue idea
- This would be a great food quarter with cafes and bars open in day and evening
- Great potential for this area
- Yes, another bridge/access for those that it might benefit, would be a good idea. The infrastructure and the narrow main road and dreadful trip hazard pavements Nedd sorting first. The town needs improvement for us community initially and then consider enhancement for tourism. Rectifying your planter disasters, sloped pavements and narrow roads through town would be a magnificent improvement.
- The cost of repairs etc is prohibitive and has been talked about for the last 50 years. They could be really good but private finance will be needed.
- This would be an ideal place to build in references to Monmouth's incredible musical links and history. how about plaques in the ground (like Hollywood stars) for each band that have recorded at Rockfield? oasis, queen, stone roses etc.
- They should be repaired but making them a visitor feature is a big ask
- and this time get it sorted 40 years later!!
- I've only been down there once. It looked interesting but it was gross! Not sure if it ever gets any sunshine? It might be an interesting walkway if cleaned up and resurfaced but don't think it's a place to linger!
- Make the slaughterhouses phase two of the butter market action plan.

- Making this accessible place to sit by river
- Love this. Priority for use of the business spaces there should be given to local businesses, not national chains.
- Could be a good area for cafes and craft shops despite the narrowness of the path. Would be much improved if the windows in the building above could be changed
- Excellent. A great opportunity
- I think this would be an incredibly unique and exciting area for the town, especially as it showcases the river. Cafes and bars along here would bring so much to the town. I also think this area would be useful for local arts groups to use to bring in performances.
- Do basic maintenance first. eg remove trees growing from wall over river and make good the masonry. Sewage of course needs attention.
- They could he made into artisan units,
- Likely to be hugely expensive. Art, craft and eating experiences would greatly improve area. Also needs pressure on farmer to remove current eyesore of derelict buildings opposite before area would attract visitors. Would also need to be well signposted to increase visitor awareness.
- Something should of been done to attract visitors years ago, it would be such a draw to the area to have these filled with maybe local arts & crafts, cafes...
- On the face of it, regeneration of this area is highly desirable but is it realistic. Can this area ever become desirable without good lighting and retail outlets and catering facilities.
- It would be good to see these enhanced and used.
- Fantastic idea - long overdue.
- The Royal Monmouthshire Royal Engineers and local private landowners (Vauxhall farmland) must be involved in discussions/decisions about this. Nothing will be possible without their cooperation. The re-opening of the Inglis bridge is essential for this. The RMRE seem utterly reluctant to do this, for reasons best known to them. I feel stongly they are against increased public access around their barracks site, perhaps for security reasons?
- So much potential and an important part of the town's history.
- well overdue, fully support any changes to this area, additionally improving access to Tibbs bridge and the rear of the old museum from this site would be helpful
- This would be lovely if the footfall is big enough to get enough trade in these spaces. Maybe weekend trials in container units?
- We need more to fill up the high street firstly
- Have been asking for this to be done for years!

- This should be a lovely area but needs to.include the inglus bridge repair. Can the town council pay for that as it links in osbaston residents and dog walkers. This is where the market should be.
- River footbridge first.
- It would be nice to have this area cleared up and made as a walk-through to the town and viewing the river but as it gets very little sun, it’s not an area to dwell in for very long!
- Big yes turn into shops for visitors or visitors centre, improve with bistro so as you can chill,do it.
- I've been down there from time to time. Amazing view of the river and Vauxhall. Could become a prime place to meet. Just look at Coal Drops Yard in London to what can be done to revitalise neglected premises.
- This is a great idea.
- I think getting the visible streets sorted is a higher priority in termsfger use, albeit better lighting, pathwayand steps etc for the narrow bridge behind iceland is a piority.
- Links to cross river access via Tibbs Bridge is essential. Existing Tibbs Bridge environs very run down and dis-heartening.
- Another area of Monmouth which is crying out for some tidying up and general TLC.
- It would be great to make more of a feature of these. They feel like they have the potential to be a bit of a hidden gem. I do however think the aesthetics here are important. The above picture looks like it's going for a swanky london vibe. Gentrifying part of Monmouth's history like that would be a shame. Do you want it to feel like a fancy cocktail spot, or a welcoming, historic market town space?
- The slaughterhouses could become a visual landmark for Monmouth. Utilizing this space is a no-brainer and would amazing.
- Stop sewerage going into the river. That area is disgusting
- I remember proposals to develop this area when I was a child 35 years ago. Considering Monmouth is on 2 rivers, the design of the town does not make enough of these areas. Having this area developed will only work if good links are provided with the top of town and good signage. Could be fantastic
- Agree with repairs and preservation but find it hard to envisage the enhanced space proposed and to what extent it would be used.
- Of all the proposals, this has the biggest potential and should be a top priority. Other towns and cities have

exploited these sorts of buildings, turning them into vibrant areas for locals and visitors alike.
- This project has the greatest potential.
- This is the best idea in the whole proposed plan. Could be a focal point point for the town with cafes, restaurants etc
- Make use of this historic area and clean it up
- While this looks lovely you appear to have cheated the scale. Of course it's important that our history is preserved but there are more important things that money could be spent on rather than a very expensive vanity scheme like this.
- It would be very nice, stops the area being wasted like it is now.
- Riverside possibilities look good - it is currently dirty, weed-filled, not good at all.
- The Arches could be really improved. It is sad to see it as it is.
- The idea of having it restored to safety is smart as teens quite often end up down there, but personally I don't think it would make a very good tourist attraction and that funding and energy can be used elsewhere
- This could be a great enhancement BUT would need to be checked at night as it could lead to a good hiding place for drugs and rough sleepers.
- I didn't know these existed.
- This could be lovely but realistically in these straightened times where are you going to get funding from.
- I have lived in Monmouth for 40 years and I have never been to this place
- The development of the slaughter house area is very possitive in order to maintain the safety of Priory street. Redevelopment of the riverside area is very possitive but must be done sympathetically to the character of the town. These AI images are too modern for Monmouth.
- Strongly agree that urgent repairs need to be carried out to preserve the historic structure which has been shamefully neglected, including the key wall along the side of the river. Less convinced by the follow-up phase due to the limitations of the site. It is north facing so never catches the Sun (the sunny image above is optimistic/misleading) and water proofing the slaughterhouses would be a phenomenal challenge. The projecting walkway over the river is an intriguing idea but is it really structurally viable?
- This would be money as well spent, opportunities for local small businesses a definite.
- Anything to repair and preserve this will be a very costly project

- Good luck-it would be a great enhancement-can't see it happening
- I have for many years thought that the slaughterhouse arches would make a great riverside space – currently they are disgusting/dangerous/intimidating. However, the area at the Iceland rear area meet tackling
- If this area is not improved soon there won't be anything left. I went there at the start of the year and the smell was horrendous, I don't think any tourists would want to go there at all.
- Sort out sewers as soon as possible, do the minimum needed to make it an attractive place as possible. In Pru footpath, deal with the greenery by the steps and access at the far end. Not too expensive and a good immediate plus. Essential repairs and information on the structures also please.
- Ambitious but would be exciting
- Priority needs to remove debris from field opposite – looks grim for residents and visitors alike
- It is so sad to see the monnow having an a natural colour due to pollution
- Nice idea probably need to integrate arches into the market hall
- A must do project it's of great historical interest and has lots of potential at the moment a largely unknown town asset.
- Another hidden assset although a long way off to achieve
- These are an eyesore and should be improved/preserved.
- The best idea. Long overdue
- This could be amazing If you have the commercial acumen and not a quick win thought process. This could be a major new attraction for the town. Right now it's a health hazard and disgusting mess.
- Sitting and eating provisions ?
- There could be better things to do first
- This plan was put forward several years ago it should be done but where will the money come from?
- Should be part of a wider master plan for whole market Hall site and Key publicly owned buildings in locality. Needs a coordinated asset strategy.
- Agree with essential repairs, especially relating to structure of road above. But think enhanced visitor and activity space is a waste of resources. Sort out the main high street first.
- This would make a huge difference

- I love the glass balustrade, you can look down into the river and across the fields as you walk along
- It is potentially an additional attraction for visitors, and a link into Vauxhall fields where further activities could be organised. The Medieval festival is good; how about attracting more events? And spend the £50K to repair the MoD's bridge and allow pedestrian access to the space, before you start.
- This would be a real destination area for the town.
- As part of this development, you should tidy up the dilapidated sheds across the river in the fields which were badly damaged by the winter flooding
- About time
- Take a look at San Antonio riverwalk and take a few ideas from there.
- This is really essential to reconnect the north end of town and frontage to at least one of the two rivers that are currently severed by the dual carriageway and private housing and car parks. Not least this provides a gateway of connectivity to short walks and greenspace that town residents and visitors can enjoy.
- This has been discussed over many years & nothing happens
- Great idea, but what about flood mitigation?
- Bridge from the free car park needs fixing.should make more of the riverside like cafes.
- This space is very under utilised I feel and would benefit the area by being accessible. Making each archway its own cubby for heritage and history of Monmouth would be very cool!
- An asset to the town that could easily be used to sell the tourism aspects of the town much better. A potential real attraction, and one that few other towns have.
- Make better use of all the waterfront sites in Monmouth
- There is little point just regenerating it tho, the follow up walkways and a walkway linking to the bridge are the really exciting parts
- ThereThere is huge potential to make the slaughterhouse arches into a vibrant, pedestrianised artistic market and restuatant area. It has a brilliant riverside location and wonderful view across Vauxhall. Done tastefully it could be the jewel in Monmouth's retail crown.
- I would love to see this happen
- Proposals make sense, would be nice to be able to continue to walk round by the river but below the Castle/House to Nailers lane if land can be obtained from MOD.

- This could be a summer destinatio point for food and drink.
- The discharge into River Monnow needs addressing as there is an awful smell in the area at times. This area also has the potential to flood so how will this be resolved? The existing building is ugly and looks neglected.
- It would be great to see this space used in the way you propose, my only concern is flood resilience. The Monnow has flooded and will again. Does it flood the slaughterhouses?
- it's a horrid place. My dog wouldn't go near the place, she can smell death after all this time.
- Agree would be great but if funding has never materialised for other Monmouth projects, seems a bit unlikely will major structural work also required for above roadway.
- Lovely - but other projects need to be successfully completed first - eg museum, library, other public areas. Money is tight so don't go off on a new project when other projects are half finished.
- This area has been neglected for many years. The town has lost access to River Wye so more should be done to enhance monnow access. Such a shame that the museum has moved to the Shire hall, another missed opportunity to do something imaginative. A walkway should be created along the monnow bridge to the monnow Bridge.
- I think the archer would be great as a extension of the market, pop ups
- Does it flood? Someone said sewage is a problem there – via a pipe I think!
- Needs modernisation, including safety measures
- But not if the expense is going to affect improvements elsewhere in the town. This will be very expensive and would well be a white elephant, but does need some attention.

Neither agree nor disagree

- Safety is always good, but at what cost? Can they generate income in addition? Feels unnecessary compared to providing shops and roads
- Not sure that's a priority
- Its a dreadful place where thousands of animals were killed...I'm no vegan but its a dark dismal place. I'm not sure this works.. needs a lot of thought and public consultation.
- It's not going to happen let's be realistic
- It would be nice for this area of town to be redeveloped but I believe the main focus and money should be spent

on improving what we have already got. Decent shops , more parking rather than wasting money on redeveloping areas that will end up being empty like so many premises in town. Visitors need something to encourage them to come here in the first place

- A good idea not this is not a priority - supportive of preservation but unconvinced the wider ideas are a viable scheme given its lack of sunlight and darkness for much of the year and its too hidden away to generate sufficient footfall
- Agree with essential repairs and preservation. Don't see the point in anything further.
- there are more important parts of the town that should be regenerated before the arches.
- would never work and is a further waste of tax payers money paying consultants to look at it.
- Not sure people were use this area as it is rather cold and dark. Unless it becomes vibrant, it will be a waste of money. Not enough customers will come in. We are as a town already lacking customers to keep shops / businesses going, will you provide artificial sunlight?
- Agree with making essential repairs but cannot see this one as a viable project on the account of flooding and very high-cost. Also, please don't exaggerate impressions towards Dexton will suggest addition to the walkway extending it almost right across the river
- In theory sounds fantastic,but the river Monnow floods the whole of the area.
- I agree with essential repairs and preservation of the structure, but not follow up face until monnow Street is thriving again
- I agree with essential repairs, but the rest is a necessary and a waste of money

Disagree or strongly disagree

- This would cost far too much unless it was fully privatised by a local cooperative of business people to create your vision. Why not engage some major local business people into what they would do with this space and how it could be funded. I think the chamber of trade looks very "light weight" and needs stronger representation in this major decision making.
- Waste of time and effort
- not value for money and not beneficial for local residents
- Unless a vast amount of money is available… the Sun never shines here, the area smells of sewage, the graffiti indicates a nasty nighttime population! UGH!!

- By all means do the repairs, but who actually wants to see where animals used to be killed? how are they attractive to anyone? Why dilute the tourist potential away from decent sites in the centre of town to somewhere rubbish?
- Agree with essential repairs but do not agree with follow up phase
- This is a ridiculous plan . Clean out the leaking sewage that's been in there forever! Get rid of the burnt down barn that's an eyesore .
- Cannot understand what businesses would survive with limited foot flow. A solution looking for a problem
- Although this area would be lovely, we do not have enough demand for this sort of development yet. Maybe in the future there would be demand.
- No need for this development until current shops are filled and High Street improved.
- What a waste of money
- This area takes the weight of traffic, battery cars are heavy. The sewage problem has been there for 20+ years. Go and stand there and smell it. It pongs at the back of the museum and filth runs into the monnow from an unknown source in Church Street area.

Dixton Road Gateway

Strongly agree and agree

- More planting of native species. ensure lighting is nice town design and not too minimalist. Try to use natural materials for any planters and signage. please avoid minimalist urban design.
- yes please, this area can be tricky to negotiate on foot, and many children walk this way every day
- Don't sell the plot at the Dixton roundabout or give it to the Gwent Wildlife Trust. Then link it up to the Old Dixton Road.
- The pavements around this junction are not wide enough as it is. Monk street appears to be one way on these illustrations? Trees would obscure the traffic lights. Widen the pavements before planting trees.
- love the greenery
- Pavements are narrow here. Lots of pupils on the move. Need safety.
- The crossroads is already attractive but enhanced planting and a wider pavement along Priory Street would be valuable. Raised footways? I can't see how this would improve anything, it would also look quite out of keeping with the historical buildigs all around.
- As long as doesn't make life difficult for those who HAVE NO CHOICE but to travel around town by vehicle for work and the disabled
- This road is quite narrow so how a specific cycle way can be established. I am not sure. The road surface very badly needs new tarmac in Dixton Road!
- discouraging vehicular traffic is forward looking
- Archway welcome to Monmouth the town of monmouthshire, landscaping
- Often a traffic bottleneck currently, so yes to improving the aesthetics. At the same time, traffic flow is of profound importance to getting in/out of town (and particularly so if the housing development happens on Dixton Road).
- I agree with this but it must not be a replacement Inglis Bridge being restored!!!
- I can't see there being enough width of the road and pavement for planting boxes.
- Extend improvements to include "Inglis" bridge and provide a circular signed walk - Town trail, publicity of blue plaques
- Same concerns as cinderhill. I think more greenery would be great so long as its well maintained and roads do not become more congested as a result from the changes.

- No
- Glad its adding more cyclist gateway to the town.
- Cyclist friendly? Lots of cyclists use Monmouth now, quite ok.
- Building 270 houses at the bottom of Dixon Road will not enhance the access to town. It will lose its appeal and look like so many other towns. Driving past housing developments instead of a pleasant rural outlook.
- it would be nice to upgrade the crossroads
- But not narrowing the roads in anyway.
- Any planting/planters need to be regularly maintained. Signs cleaned/repaired. Many signs are dirty at the moment.
- Dixton road is very dangerous. The cars drive too fast and don't stop at the lights on the cross roads.
- I regularly cycle along this route and cars passing push me to cycle over the bumpy drains
- Currently unsafe for pupils / pedestrians. Anything to make the space less dominant for traffic
- Improved pdestarina safety would be a good idea
- Again planting would need to be looked after where would the money come from? The Centre of the town is very much used by local schools and at key times there are many buses, coaches and cars on the road, it would be a disaster to narrow any roads for everyone. There are very few wide roads in this area. Obviously signage and better lighting would be a huge improvement.
- The raised foot weighs to be in a contrasting colour as an aid to disabled users
- Is this a shared space proposal? Would be nice if cars didn't need to be driven over almost every available space in the town. Abergavenny is much more attractive centre for shopping, without vehicles - and planting more shrubs will not fill the empty shops.
- This is a dangerous junction for cyclists and walkers alike
- Reduce / separate cycle paths - some cyclists are a menace, and they should use the roads
- Make it safer for pedestrians- this is not a safe place to walk and cars often drive on to the pavement even if there are people walking
- Traffic here needs to be managed better. Pavements must be widened since traffic comes too close to pedestrians and it is dangerous to walk here
- It will improve access for residents and school children. Improve safety.
- Why raise the footways across the junction? it seems an unecessary expense, dropped kerbs work perfectly well. Shared spaces are a nice idea but don't really work very well in my experience and I've worked all over thew country for 30 years so have seen lots of them.The raised

surface at the pinch point has not helped pedestrians at all. I have on numerous occasions seen cars just ride up on to the pavement and force their way through when Monmouth has been suffering from heavy traffic/gridlock.Recently I had to duck out of the way of a bus travelling from the Shire Hall to the bus station at the pinch point because traffic travelling up does not stop far enough back to give room needed by the buses. Please consider putting in a yellow box or similar. The problem is that the bus had to swing in tightly to clear the vehicle, the driver sits infant of the steering wheels and consequently the front of the bus overhangs the edge of the pavement about 300mm and the wing mirror even more so. Luckily I'm able to avoid getting hit, I fear there are those who aren't. It was bad enough that another member of the public commented that I was lucky.

- No comment
- Looks great in theory, but again, traffic is a nightmare here for a significant length of time each day. This would absolutely create more chaos, queues, safety issues and ultimately lead people away from coming to Monmouth if can only realistically do by car
- Yes, but make sure you get the proposals right before you start!!
- Yes, but larger lorries could be a problem

Neither agree nor disagree

- I doubt that it matters that much.
- Thus is a busy road and I am unsure how the plans can really be implemented without making the road more difficult to navigate. I am curious if it would be a better investment to look at the junction for osbaston road which is busy and not easy to pull out if
- Don’t care make the destination better first
- It’s not unpleasant as it is but some signage would help visitors to get a feeling of having arrived!
- comments are the same as those in Q 15 above. There needs to be realism or alternative car routes particularly to schools if Monmouth is going to be a bearable place for families to live.
- Currently looks nice, unnecessary at this time. Prioritise the other things first and see where funding comes from.
- Much more important things to do first than this
- DONOT moderise a historic area
- More graphics showing trees where there just isn’t space to put them without blocking pavements and overhanging the road.

- Again, my main concern here is that the planters and trees will simply become an eyesore through lack of maintainance and care.
- Agan getting cars into carparks
- Somewhat concerned about sight-lines. Pedestrians - possible cross on diagonal as well on straight across one road at a time.
- Why all the planting in such a busy area?
- Footways need to be smooth and safe. Many people use shopping trolleys and walker frames. There isn't enough width for trees etc unless you pedestrianise the centre. Planters yes but who maintains them?
- Priority to maintain traffic flows, not enough space to do much
- Concerned that heavy vehicles turning left into Dixton Road will not have room to turn. Improve pedestrian/cycle treatment good if it can be done.
- Traffic particulate pollution, traffic exhaust pollution, traffic break pollution, traffic noise pollution. Restrict access to very large vehicles, including agricultural! This is an over busy junction
- Please do not narrow or impact traffic flows. This is a primary artery and intersection.
- Pinch point for highways movements need to coordinate with surrounding highway schemes
- Narrow roads concern me. When the water pipes were fixed and roadworks restricted the road the congestion was awful. There are coaches going into the school. Even road signs that blocked the road a little created congestion backed up to the A40 by haberdasher boys school
- As you are aware HGV and large agricultural vehicles use the junction, and it is already a narrow road especially the Hereford Road, also the road width currently allows vehicles coming up Monk street wishing to turn right to Dixton road can move over enough for vehicles behind to pass either to Priory street or up Hereford road, without blocking down traffic to Monk street. Raised pavements would improve safety for pedestrians, but HGVs/TRactors ETC may damage of get damaged by such an installation.
- The existing cycleway at Drybridge house has caused a blind spot for traffic from Wonastow Road and the new junction isn’t fit for purpose as cars now speed along the road whereas the roundabout slowed traffic. There needs to be a balance for cycles/cars. Most visitors to the town travel by car due to the distance.
- See my comments to No 19. Also, it is important to safeguard heritage buildings in this area. (What is the point of raised footways?)

- Anything to stop lorries going up the Hereford Road

Disagree or strongly disagree

- This junction is already a nightmare, made worse by all the coaches accessing Haberdashers and backing up traffic every morning and pick up time. This idea would be nice, but for me it's far down the list of priorities
- roads need improvement but not as renovation - more like more roads needed as a priority
- This is already an aesthetically pleasing area and would constitute a waste of money
- The town needs to consider other people in the community too. Everything seems to be moving towards tourists, those that can walk and cycle...this is not a realistic solution for most of the population. People have busy lives. They need to shop quickly, puck up, drop off children etc. Elderly, disabled, people from outside still need access and these proposals in my opinion, do not consider their needs.
- Do not narrow road here, used by school buses which need room to turn corners safely.already tight.
- An unneccasary expense. Would do nothing for the residents of Monmouth. There are many other things that money should be spent on. This is a very busy junction for traffic and pedestrians with very limited space.
- No problem with access from dixton road for cyclists and pedestrianss
- Don't think area is suitable for such development - lacks sufficient space for proposed enhancements.
- This is an extremely busy road junction, particularly at school times and attention would be better focussed on means of reducing vehicle congestion at this point.
- planting, raised footways, new signage and lighting will not practically improve gateways. mis-use of residents' financial contributions
- Until you do something about school traffic, anything that hinders traffic in these areas will be a disaster - it's already a nightmare trying to get anywhere around Whitecross Street/Monk Street/Dixton Road, Priory Street/Hereford Road for hours in the morning and afternoon.
- Please please do not narrow the roads around these traffic lights, sometimes large vehicles (including farm vehicles) come through here and could get stuck. This end of town has attractive buildings - very little face lift is needed here.
- Again driving needs to be a priority here
- As above wrt parking/vehicle access

- The cross roads are already busy and vehicular turning is tight. Waste of money.
- Once again it is at the loss of badly needed parking!
- Very low priority. Need to allow adequate room for service buses and school coaches to negotiate the junction.
- Again, this is not Al Dubai.. our community rely on cars to go about our business and importantly go to work. All this upheaval widening pavements narrowing roads, money being spent without proper consultation on things we do not need or want its dreadful. Just fill in the pot holes!
- As with cinderhill street this part of town suffers significant problems at various times throughout the day which would only be made worse by this. There is only one route through Monmouth and impeding it seems a recipe for disaster and likely to encourage people to use the dual carriage way and avoid town altogether
- I don't agree with narrowing the road. Increased difficulty for larger vehicles to turn etc.
- Won't be enough roadway for cars
- This is the worst thing you've come up with this cannot be achieved. Your computer programs may say this can work but you obviously don't know Monmouth or understand the traffic flow. The roads are too narrow here to achieve what you show. Large vehicles and busses have enough problem =s accessing the Hereford Road without you putting more obstacles in the way. Again why do we have to have the roads dug up for different coloured slabs stop treating everyone like they are unintelligent. I don't want narrow proads and flipping plants alongside.
- again nothing wrong with current gateway -
- Horrible idea, you obviously have no idea of the traffic flow at this junction. Why haven't you focused on Dixon roundabout entrance that would be the natural welcoming entrance. Why aren't historic signs included to showcase the Bridge as an attraction to passing motorists on the dual carriageway and Dixon Roundabout. We don't need trees in our Town Centre we are surrounded by natural beauty and long term the roots will just lift the pavements and road surface leading to problems with pot holes and raised pavements.
- Yes to new signage planting and lighting. No to narrowing of road. Raised footways are unecessary but repairing the pavements would be good. Mixing cyclists and pedestrians on pavements is a bad idea, an accident waititng to happen.

- This is the least convincing of all the proposals, my house overlooks this junction so I am very familiar with it. I think it is: unworkable – the left turn from monk Street Dixton Road (see image above) is all very tight. Buses, lorries and tractors with trailers already have trouble getting around and this would make it impossible. - where are the traffic lights and road markings in the image above? Pointless - I fail to see how narrowing the streets with few trees would make this more attractive or welcoming.
- I think this would only work if you take traffic to a stop line further up the Hereford Road/Monk Street. Otherwise you are pinching even more of the space available to pedestrians and we are squeezed already.
- At the moment pavements are very narrow no room for landscape, it might all well obscure the traffic lights/traffic
- Again this Road narrowing won't work due to serious going A40, solve that and then do this
- Probably a good idea once every other real improvement is completed. It is the town centre that needs enhancing.
- Terrible idea. It is busy enough around this area with the schools in Monmouth and the traffic coming and going. Making it narrower will just cause more congestion and frustration.
- This will be a disaster. I live just off this junction and any disruption / restriction of traffic flows creates mayhem. Leave well alone - the negativity this will generate will overshadow the positive effect of all the other good stuff.
- Make it nicer yes, bicycle route no. And I'm a cyclist. I really am.
- As above, likely to reduce footfal as will make it harder for drivers and making roads narrower is likely to create congestion, which will cause more pollution in the town centre due to cars being there for longer. Making it harder for visitors is not going to help bring more to the town, suggest making it easier for visitors coming by car.
- The only thing that would be beneficial is improved lighting. The road is already too narrow for a lot of the road users, and it would make it incredibly difficult if there are traffic issues on the dual carriageway.
- Roads narrow enough already
- This junction is narrow enough already and does not need changing. There is enough greenery surrounding town and with the lovely garden at Oak House without adding more. Lighting for pedestrians at night time would be good though.

- All you are doing all you are doing is planting trees on the pavements. Making pavements wider and the roads narrower.
- Unnecessary
- Not a priority and widening pavements will cause congestion for school traffic. If you have ever driven from Wyebridge St to Hereford Road in the morning, you'll know that there is often gridlock or extremely slow traffic. This will make it worse!
- needs to be good for cars NOT bikes!
- This would cause absoulute traffice chaos in this area due to large vehicles that use the area. additiona trees would caus more danger with sightlines blocked. It works perfectly as it isand never been a problem.
- simply restricts traffic and wastes money. Millions of tax dollars have already been wasted in a similar way on cycle lanes that nobody uses or asks for. the people who implement this should be prosecuted and maybe will in years to come as have been in the US.
- Road narrow enough at present
- Leave it as it is, just resurface road an pavements and paint railings, buildings etc. It's been that way for hundreds of years...leave it alone....stupid wide pavements and tree planting will make it look like everywhere else and cause traffic congestion....it's historical, leave it
- This is probably the most impractical and undesirable proposal. It is impossible to narrow the carriageway and why didn't the pavements because some large vehicles already struggle to access the corners. Pedestrians will be put at greater risk than they are and have been present. Please leave alone!!
- From visits to London cyclists flying across junctions and on pavements is chaotic, cyclists and pedestrians mix worse than cars and pedestrians! Go for park and walk (cars and bikes).
- Why are you making things easier for cyclists ? We need shoppers and day visitors ! They come in cars and coaches . Why are you making it harder to navigate and park in town ? Raised pavements ? Do you understand how hard it is for a disabled person to get out of their car on priory st now ? Straight out onto a kerb . Disabled parking is not up to standard .
- Signage would be helpful, but making roads narrower would not be desirable for the traffic and residents
- There isn't room to do this without compromising on the existing road. The junction is very tight for larger vehicles as it is. Restricting the road width further is bound to lead to accidents

- See comments about the Cinderhill St Gateway - we need some effective traffic flow; this area is restrictive enough - please don't make it worse.
- Does not need planting, could make it congested.
- I do not think there is the space to do as proposed and against any road narrowing
- The Dixton roundabout would be the best place to enhance ,the scrubland is a disgrace to welcome people into the town.
- Again, please be mindful that any measures taken here do not exacerbate congestion problems for road users. This junction is in the unique position at being the centre of the two main routes through the centre of town – poorly implemented measures here will cause congestion problems that will run down the length of Monnow Street and down to the A40 junction, which will have a negative impact on the experience of visitors to the main shopping and recreation areas of the town.
- Leave it as it is!
- I think cyclists are already adequately catered for. Not everyone living in Monmouth can manage without a car.
- Another disaster waiting to happen. Lorries/buses/tractors/cars/bikes need to be able to pass each other – please don't make it any narrow or make the traffic lights 4-way!
- The queue of traffic when School opens/closes is huge – backing up to the memorial roundabout. To put trees in to take up the width of the road would just push the queueing traffic to snarl up the memorial roundabout and create a nightmare
- Not an important issue

Blestium Street and Monnow Bridge Arrival Point

Strongly agree and agree

- This sad space is a travesty. It is a prime spot, right next to our historical bridge and should be leading residents to it, and from it into our beautiful town. Green the space up, provide seating and shelter and a space to be (the small scheme in the picric area has already improved the area enormously in my opinion). Connect the town to the river that provided its lifeblood. Provide parking but cover it with solar panels and ensure drivers pay their way. Include coach stops and Aires to improve visitor experience. Public toilets are a must (but 'subtler' ones)
- Lovely area by the Monnow spoilt by ugly toilet block that needs replacing with something more attractive. Right by the historic bridge, this area should be a focal point for family picnic, events and generally a place to spend time.
- This would be huge for the bottom of town
- Would be great to stop cars going down to the allotments or have the road coming off the car park. It is dangerous and detracts from the river monnow when you have a road between the seating area and the river (this is by the public toilets)
- Visitor centre
- Parkiing
- This should be a place for families to hang out and relax on summers evenings. You need paddling places as well as cafes, toilets, restaurants, pubs etc.
- This area needs lots of tree planting to soften the hard car parking area.
- Sort out the uneven pavements and stupid covid installed barriers and put street back to normal without stagnant water puddls ! Try pushing a wheelchair up Monnow Street, impossible !!!!!!
- More trees please. Add fountains.
- Of all the proposals this one would be the one most welcomed by Monmouth residents and visitors. Please include the river and its embankments below the Old Monnow bridge to the newer road bridge.
- This is the main route into town for most and it is at best unassuming/disappointing, and at worst a bit of an eyesore. This plan would help a great deal, and help support and frame the historic bridge and gatehouse.
- Notices to discourage Pigeon and Duck feeding. Net bridge roof to discourage birds. Fix roof tiles—safety issue. Greater tie up twix CADW and CC to maintain bridge. Open bridge in summer. Volunteers to man. It

really is a big visitor attraction. It's unique. Organise litter pick on weekend mornings.Volunteers.

- Small improvements already made. Vision for area very encouraging and would greatly enhance this area of town.
- New toilets should be a must as the ones there now are such an eyesore for Monmouth... We should definitely be making much more of the beautiful Riverside area...
- The toilets should be seen as an urgent priority in this area, ideally with manned, pleasant to use, clean and pay to enter toilets .
- Much more could be made of the Monnow Bridge area, with events, markets, food offerings and seating.
- The best contribution that can be made to the enahncement of this area is the re-opening of the Gatehouse pub and its riverside terrace. What enticements and support can the councils offer to prospective landlords on this exceptional site?
- the current improvements have been a real boon to the area, further improvements, especially to the toilets would be great. additional hour/half hour free parking in this area would be great for promoting quick visits, and increasign footfall.
- This looks good now but is limited on use for mini festivals in Monmouth at this green space as the tables are fixed
- Modernise the toilet block and provide more seating and possibly a cafe
- This should be a lovely area for picnics
- Better cleaner public toilets is a must with nice seating on riverbank for picnics but with ample rubbish bins and dog poo bins
- Anything to make this area enhanced for visitors particularly with toilets and seating would be welcome!
- The existing public toilets are an absolute disgrace.
- less car parking in town will make the centre of town altogether better
- Big tidy up replace the toilets with new ones ,
- Currently a haven for asphalt enthusiasts, but really doesn't capitalise on the beautiful river and bridge. Given the thought for more community-based events etc, how can this area be used for that purpose?
- Yes but not with those few lost-looking stalls there. Tbh I'd say that little car park is needed for disabled spaces. And try to keep as much grass as possible e.g. the riverside bit by the Principality stadium looks too grey.
- Monmouth does not make the most of it riverside like other towns like Ross -on -wye

- Loos very poor and dated. Should/could make an excellint link/start point for tourist coaches etc.
- It would be lovely to make this space more friendly. Get rid of the carpark and make it more of a courtyard. Again though, I think it's important that the proposals stay true to the market town character, and not try to be copying a bigger city like Cardiff. Make it unique and different.
- The market stalls and food vendors that set up in the car park are really great it would be nice if they weren't situated in a tarmac car park so this is really appealing along with improvements to the public toilets there aswell. It would be really great if this area could accommodate the look of the bridge by moving towards a more rustic village aesthetic but made with modern tools and materials. The modern stuff is cool and looks nice but doesn't offer anything unique.
- It needs to be More welcoming but not at the detriment of losing parking
- Getting the pub near the Monnow Bridge open again is key
- Public toilets definitely need improvement in design, maintenance cleanliness and availability (opening hours).
- The public toilets look dated and the old road layout is a waste of space.
- Important part of the town that attracts lots of visitors
- Went into public toilets recently. Beautiful - clean and spacious. Because everywhere is so scruffy I had avoided them.
- Please upgrade the toilets thank you
- A must please - set back the coach pick up point. When coaches are parked at present, car drivers cannot see to get out of the car park when needing to turn right - a total blackspot and obstruction of view spells danger.
- All the above points have merrit but the IA image is out of keeping with the character of Monmouth. Please keep any refurbishments sympathetic and in keeping with the character of Monmouth as a medieval town. Please do not bland out the character of our lovely town. These AI images are definately not in keeping with the historic character of the town.
- The changes already made are a big improvement
- However, I attended the public consultation a few years ago regarding the above – some ideas have been recycled. However, not all proposals were implemented and no doubt the consultation cost great deal with money. I imagine the same applies with this consultation

- A definite major asset to the town which with investment could be an even greater asset
- The Riverside here is such an asset car parking is important, but it does not look attractive
- Yes – you need it to be busy and vibrant but not congested and overcrowded. Over popularity can strangle a venue.
- Fantastic - area is an eyesore currently
- Make it a happy place.
- Agree but much less of a priority than Monnow Street
- Enhanced public toilets including those with changing facilities for children and adults would be beneficial. Unsure about access to the river when the flood defences are necessary!
- Remove houses adjacent to Shell garage- what an awful first impression that Monmouth.
- This is a lovely area in the summer that attracts lots of tourists. Encouraging a better and more well attended market would be good.
- But not at the cost of making the roads any narrower
- Excellent improvements here already.
- Thom lacks formal public green space. Town does not have a place that makes the most of river frontage (either Monnow or Wye)
- Any way of drawing folk under a40 and utilising the wye_monnow conflo[9]uence
- At present, the approach is very jumbled and needs coherence
- Remove the unsightly shelters in the street and encourage use of the riverside space, as well as unifying with Monnow Bridge space. Reorganising including relocating toilet block would open up the view and create an attractive area for events, farmers markets, children' facilities and better access. Crossing Blestium Street is hazardous and must be improved.
- This is the first impression of Monmouth for many visitors so should also be a priority. Hopefully someone will buy The Gatehouse pub as well to make it an area people want to stay in.
- as long as it does not impead traffic flow and parking
- Whole area needs a major refresh – look at other similar towns
- Excellent so far, just carry on. The people who settle here to picnic on a fine day testify to it success.
- Make this a pedestrian area without motor or pedal vehicles.
- Greening up this space, and making it a vibrant place for people would be wonderful.

- DEFINITELY needs a pedestrian crossing on the corner where the Robin Hood is
- The area does need updating. Not many people use the sitting area, not much there.
- Like the arches, the river is a focal point that could be better used. I felt the idea a few years back of improving this area with better toilets etc was a no brainer. It would also encourage any potential purchasers of the Gatehouse pub as I could see it's, and the Robin Hood, clientele increasing.
- Encourage small craft and artisan businesses by providing low rent riverside pitches.
- Not to take away the importance of Monnow bridge but to enhance,stop the parking on an ancient monument and take a lot more care over these attractions.
- It mustn't affect vehicle access as this is a main route when issues on A40.
- What you have drawn on the riverbank needs to flood resilient, the riverbank/flood defence by the old bridge has already been considerably eroded. If there is any pavement widening being considered in this area then please prioritise separating pedestrian and cycle/motorised traffic first. The reality is that with the rise of the electric bike and so called mobility scooters, many of which can and do travel at over 8mph and therefore do not fall into class 2 or 3, people are using them as unlicensed vehicles on pavements through Drybridge Park and Drybridge street. It's unpleasant for pedestriatians and an accident will happen. if an old lady with osteoprisis gets hit it's likely to have life changing consequences. I know, my mother suffered a fractured hip and never recovered. Please think carefully before allowing wheeled traffic to mix with foot traffic. There are sadly far too many thoughtless and inconsiderate people out there. The pedestrian crossing by Drybridge house has not worked as intended, since the removal of the roundabout traffic is far less inclined to slow down or stop for pedestrians, it cheerfully ignores you and breezes through at over 20 mph. It's drivers of all ages, I fear older generations are the worst offenders and I speak as a 54 year old! There are too many unnecessary crossings drawn by the Robin Hood pub, What about one diagonal one with a central refuge for pedestrians that crosses to the public toilets? The refuge could go where the white cross hatching is barely visible. It's not visible because it's been worn out by vehicles driving over it when they clip the corner. A refuge would work for pedestrians and stop traffic cutting the corner and creating a hazard.
- This is a brilliant idea, just what the town needs.

- Agree great, but is this realistic? The amount of funding spent previously on a design with new toilets, (these are a disgrace and eyesore, but at least open!), open seating amphitheater style has never been utilised yet.
- This area should be a priority as developing it won't interfere with residents or heritage buildings. Much more important to develop this area than eg the slaughterhouses. This area is being much more widely used than before the last improvements.
- Concerned about interpretation – why not? Let people use their eyes? Not more tat please.
- I agree that monnow Bridge should be improved, or just kept tidy at the very least. How were they allowed to knock a hole in the bridge wall to give access to the gatehouse balcony!! It's the only remaining fortified Riverbridge in Great Britain.
- This has already been improved but could do with improved toilet facilities.
- Don't think we should have less parking spaces
- It is a meeting/social place please bring back the music festival in August
- Public toilets are functional only. Very dated but they are well situated for visitors and residents.
- Main need is a more appropriate toilet area. Needs to keep the present/new facilities clean and tidy.

Neither agree nor disagree

- Riverside improvements are good for wellbeing so we are not against it. We just prefer to have essentials such as supermarkets first
- Still a large carpark greeting you on arrival to monmouth
- Create a Covent Garden style market - perhaps using the GoodSheds model.
- Quite like the grass and benches that are already there
- I think the recent work by the river bank is lovely and other areas need focus now first
- Not if t looks like the picture I want more parking not less you're obviously planning on getting rid of the car parks to put this walk way through. You are killing this town by ignoring the motorists and focussing solely on pedestrians and cyclists what about the elderly and infirm.
- New public toilets are needed . Performance space is only worth it if performances are allowed and dont get thrown out and objected to by people.
- Not sure about a performance space, but new toilets would be better.
- Various proposals for this space have been looked over before and nothing has happened. If toilets have to change then accessible change facilities for all ages would be welcomed.

- Definately Agree new toilets are required but as for the rest i am not sure
- a similar proposal has been put forward some years ago but seems always to be too expensive. And would this mean losing essential parking for cars and coaches??
- I think that improving access along the Monnow upstream via the existing footpath and introducing more access offers more benefitst than this. Aesthetiscally this area is cornered by car parks, roads and noise from the dual carriageway. Focussing on the frontage around Vauxhall fields would offer a much more peaceful riverside experience and link with the centre of the town.

Disagree or strongly disagree

- This plan is way too metropolitan, needs to have more of market town vibe, more sympathetic to historical design. too much paving/concrete, needs more greenery. this is currently a green area, DO NOT just pave over it. Keep it natural, this is also better for drainage to the river and flooding too. This is a country town, keep some grass
- This area has already improved but needs better maintenance. Monnow bridge (our “jewel in the crown”) is an absolute disgrace with pigeon poo a continuous mess and no attempt to light it up at night.
- This area should be swept and litter picked at the start and end of every day as a matter of principle.
- This is Monmouths shop window to all the tourists that arrive on a daily basis.
- Free walking tours should be encouraged from this point daily to ensure we show off the whole of our town.
- The present redevelopment of St Thomas Sq looks poorly planned and is not in-keeping with current landscaping specification.
- This leads to a very eclectic look that deteriorates quickly."
- investment using Council Taxes is mis-placed and diverts money time and effort from more fundamental needs
- I really don't like this design. No need to take the current green areas away. This looks like a skate park. Spend the money elsewhere
- Strongly disagree as even more parking will be lost!
- Yes to better toilets (ideally kept free as a welcome surprise to visitors). Latest arrangement of tables and benches is fine. No to performance space! - keep it peaceful. Provide generous parking for visiting coaches - if Monmouth is properly promoted to coach operators they'll bring in many visitors, either as part of Wye Valley

or other local tours, or as a stop while en route elsewhere along the A40.

- Its unrecgognisable..its awful again its taking the character away from the town. We do not need or want this level of upheaval. WHY??
- Difficult to comment based on picture, but if this proposal involves paving over green space, then I'm against it.
- Car Parking is more important you are obviously planning on losing them if this is a correct drawing. Stop taking car parking spaces away within Monmouth. Your wanting to build more houses everywhere and ASSUME that everyone will walk and cycle when realistically they use their cars for ease of carrying their shopping and to save time. Car Parking is especially important for the elderly and infirm especially with few bus services.
- I would rather a beautiful line of houses was built here. The whole area has lost its raison d'etre since the cattle market went. It just screams car park, let's have a bit of public space and a bit of residential.
- This area is already nice - I think that this money would be better put elsewhere
- We just improved this area, although the toilets could do with a bit of decoration and some colour inside.
- The improvements have already been made and no need for more improvements. Café not needed as many in town.
- Leave our town alone!
- Save money improve the toilets where they are. Leave enough parking for visitors to the town to call in whether by car or coach. Monmouth realise on visitors, it should be more coach friendly. Have a permanent structure for festivals. Market and windbreak type things with roof.

Glendower Street Arrival

Strongly agree and agree

- Access this way by bike is tricky, a more welcoming entrance from this car park to Beaufort Court and Agincourt Square would be beneficial.
- The issues with the various access points need sorting, especially the one that has been closed off for so long
- I think that visitors sometimes park there and then have no idea how to get to the shops. I am often asked for pedestrian directions to the town centre
- Reduce the car parking charges would make Monmouth far more attractive!
- Immediate installation of signage would make quick and low cost improvement. Not forgetting to have a regular programme to maintain the flower beds. Currently largely neglected.
- Signage and visitor information here would really improve things
- People who don't know Monmouth well are often confused about the ways through to the main street. Also, businesses in Beaufort Square do seem to suffer from lack of visitors, as people visiting the main street don't realise they are there.
- The Beaufort ARms Court is privately owned by Beaufort Tenants Management Ltd, and any improvements to pedestrian access onto and through the private car park and courtyard will need to be in close consultation with the BTM Ltd Board and residents. The Beaufort courtyard has lost some of its Grade II* listed York paving, which should be replaced. It also needs levelling and restoration of the cobbles in places for safer pedestrian access. What support can the councils offer BTM Ltd for this? The steps and archway from the town car park need better lighting, but cannot be widened due to the adjacent privately owned parking spaces.
- improving accessibility to the town form the car park, with signage that fits with the heritage of the town, plus potential for a covered cycle shelter in this vicinity would be useful
- This would help visitors find the town easier
- And into church street
- Linking this area to the town centre better signage perhaps!
- Only if no parking is lost!
- this route has always felt unfinished to me
- Again big tidy up properties tided up landscaping

- It's ok if you've been here before, but not great for new visitors... also doesn't help Agincourt Sq to be a go-to destination.
- Just need a few signs - nothing expensive.
- Very tortuoud route into the town at present could become a very attractive entry via Beaufort arch with interesting architecture visible.
- The first time we came to Monmouth we parked here, and I remember not being able to clearly see the way into town from where I paid at the entrance of the car park. There is a town map to the right of this picture, that may be better placed at this entrance. It was just a bit confusing.
- But not at the detriment of parking
- Visitors who arrive in this car park don't know where to go to access the top of town
- Currently a dull and dismal area in much need of improvement.
- Free car park
- Currently the entrance into town from Glendower is scaffolded and blocked. Has been for 2 YEARS with no work being done. That needs sorting first.
- However paving from back of car park to Shire Hall - appalling.
- All refurbs must be in keeping with town character, the above image shows that the present environment is adequate so please don't waste too much mony on this area.
- Couldn’t agree more. I regularly hear visitors express confusion and dismay around here.
- Needs better signage to the town centre
- Firstly the alley besides thoroughbred needs to reopen. Secondly, the small path into Beaufort square needs to be kept clean the residents/businesses need to keep that area clean, swept, and litter checked These points should already have been addressed years ago, has a resident and regular user of this entrance into town I too need pleasant surroundings.The abandoned car needs removing.
- Much better signage required for strangers to the town, please
- Surprised at comment that Monmouth is relatively well supplied by car parking
- If it becomes difficult for locals due to unrestricted influx of visitors, Monmouth will be spoilt.
- I do not see this as a main gateway. Could do with better signage
- Yes better links to the high street would be good.
- Not top priority as it is ok today

- Agree but less of a priority than Monnow Street - the car park and surrounding areas have lost nearly all of the previous trees so increasing tree cover would be a good idea
- It is difficult for visitors into the town to currently know how to get to the town centre. Better lighting at night would increase safety for visitors too.
- Do not reduce parking spaces!
- Better lighting at night time would be appreciated, the gate across Beaufort Arms Court is locked at night anyway though, so this would need sorting with the residents association.
- Improve lighting and signage needed here.
- Needs planting with trees and shrubs
- Just get the scaffolding removed and let us get into Church Street. Support the local businesses by enabling access.
- as long as it does not impead traffic flow and parking
- More disabled car spaces
- Monmouth is too small for Park & Ride. So focus on easy Parking at edges and at the Main shops (some people are unable to walk very far, especially loaded with shopping). Then pedestrianise areas (No motor vehicles or pushbikes). Cycle paths down the Wye and into town from as many areas as possible, but not in the town!
- A working light would be nice !
- This area has the potential to be a pretty walk and cycle route into town but currently has a 'tucked away' feel to it.
- some better signs and pathways more attractive and less narrow woul dbe helpful to disabled people
- Walkway to main street needed. Area needs updating, using archways, photo opportunity with large deckchair, fairy lights etc.
- Improving the connectivity of this area would highlight Beaufort Square as another hidden gem as well as giving quick access to Shire Hall.
- Improve pedestrian access into the town from ALL car parks.
- Mainly better signage of route from car park through to town
- Not enough signs directing visitors to town centre.
- Much better signage at the very least
- No comment
- The car park is grim but there is nothing wrong with the current pedestrian links. They are very straightforward. Don't damage the unique character of this area.
- Better signage would be good for visitors to the town.
- Hopefully, no

- Please add Church Street and White Swan Court to signage plus better lighting.
- I think it would be lovely to link arrival and parking places with walk-through routes which introduced visitors to open spaces and regular events
- Arrows and flat boxes – easy grow natural planting
- The car park should be free on Sundays to encourage visitors. Pedestrian links from the car park could be improved.

Neither agree nor disagree

- It's not awful, and there are bigger priorities in town
- no opinion as such depends why this is necessary
- Low priority in my opinion
- I don't care. These car parks are not useful to me. They are too far for carrying bags of shopping.
- It looks good
- Maybe a small tidy, but it's not a terrible area so doesn't need a lot of money wasting on it
- I don't think it's as important as other things
- Personally I see no problem - just needs to be tidied up.
- Beaufort Square businesses should allowed to open up later
- I think better singage would be beneficial
- Could benefit from improved signage but please don't mess with the cobbled area of Beaufort arms Court – an important area of heritage and popular with filmmakers who helped put monmouth on the map.
- The walkway by Thurabread bakery should be rectified.
- Do not lose parking spaces at top of town.

Disagree or strongly disagree

- I don’t think this has ever crossed my mind as important, so doubt it is to any other visitors!
- This just needs some planting and signage really!
- Can't see how proposals would make very much difference/improvement.
- mis-use of resource
- It's fine as it is
- It’s just a car park and it’s ok already anyway.
- You need to consult residents. This is SO UNNESSARY. This is not progress. Its a quirky old market town. Why do you want to change it all????
- WHY IS CHEPSTOW INCLUDED IN THIS PLAN or do you mean Beaufort Arms Court. I just want to park my car not have more plants. Plus this is a private development so what can you as a Council really do and why should you expect private citizens to fund your ridiculous schemes.
- Total waste of money - nothing wrong with what is there
- don’t think that is needed, we do not need to lose the look of our own completely.
- I don't think this should be a priority.
- Waste of money.
- I don’t think that this is really necessary
- Unnecessary!
- A couple of signs would help visitors but otherwise not a priority
- More important areas to spend money on.
- Waste of money the car park is always full with locals, no room left for visitors. When the Blake and Savoy are in nowhere for other parking.
- Already far too much money spent on an underused carpark

River Wye Gateway

Strongly agree and agree

- Has to be very eco friendly. and keep it looking natural . Use those grids where grass can still grow through instead of paving/tarmac
- We need the pedestrian bridge here to improve safety for residents crossing the Wye at this point
- it does sound lovely, but would that lead to people socialising and chucking rubbish into the river?
- We don't make use of the areas that are by the rivers - would be great to have more seating, cafe areas and eating stalls/ wagons in these areas
- This is the only area near the town center where one can enjoy the river Wye. It needs improving though the A40 noise is a distraction.
- See above comment. Connect the town to the community of Wyesham / the second bridge.
- Should be tackled if the proposed footbridge ever gets built. The tunnel under the dual carraigeway desperatly needs smatening up.
- Taking more advantage of the river would help to build community and enhance wellbeing.
- The town needs to make a lot more of its critical position on this stunning and unique waterway
- Improve road surfaces for peds and cyclists
- Area could be further enhanced with tarmac/concrete riverside walk, with low-level lighting between Rowing Club and Dixton Church. Idealy this should be extended around Monmouth School playing fields on opposite side of river. Thus making a pleasant Wyeside walk. Town needs to make much more of its two rivers - huge potential for visitor attraction.
- Could a circular walk be created with an improved footpath along the Wye to Dixton Church (with several seats along the way plus cutback of the river bank) and then a clear walking route back into town along Dixton Road (with a pedestian crossing / lights) across the A40 at Dixton Roundabout.
- I do think that you need to remember that not everyone is able to walk these distances and there seems to be a focus on cycling and walking routes at the expense of people who will need to use vehicles.
- more provision for wayfinding for water access as well. additionally this area has the Wye valley walk and offas dyke national trail running adjacent and through it. Will be good once the new shared use bridge is in place as well.
- with a canoe lock away or lockable bike storage so that visitors can go and get lunch

- It has been mentioned before as what to do with a piece of land triangular in shape joining the Dixton roundabout by the A40 and Dixton Road, I could see a possible solution in making a car charging area which would be very convenient for drivers to top up and then walk along the river into town.
- a hugely underrated asset of Monmouth are our 2 rivers, making these an integral part of the town is very sensible
- New walk ways. Easy access more seating picnic areas with tables
- With the hope that the Wye will be less polluted, it would also be very attractive for outdoor swimmers.
- In monmouth and in Wales generally we need to improve cycle and walking routes. Like many I have no idea how to follow an ordnance survey map properly.
- As a town links to the rivers need to be improved upon, could we have areas for dining or coffee on the riverside?
- Unfamiliar with this part of town but it does seem an under-developed corner which would benefit from better links to the town centre.
- We need a pedestrian/cycle bridge next to the existing bridge if you are going to develop a waterside landing area to enhance the potential for cyclists (to encourage them to explore the local countryside as well as visiting the town centre). Limited parking for canoeists wishing to access the river.
- Having a footbridge could lead to the ability to have more roads over the Wye Bridge, reducing congestion.
- .
- Would be nice, active travel starts here…
- Why a foot bridge???? Rebuild the road Bridge first then at a dedicated off the A40 over the bridge solved the A40 issues first.
- The car park already looks underwhelming so yes more needs to be done to make it clear that This is public not private land.
- This area is not in the need of expensive treatment. The carpark needs cleaning beneath a 40. The drug dealers who use the carpark need removing.
- The river access could be a very big positive to enhancing the town and building on its Identity
- Good idea
- Canoeists don’t stay here due to no safe place to store boats. Poor directional signage to town centre.
- Ok
- The Wye fronting green space is a disgrace, muddy areas of grass used by vehicles, no clear parking areas, all in all a complete mess. Vehicle use (and rowing use)

needs to be better controlled and investment in quality green space
- Yes without making roads narrower or pedestrianisation.
- Better signage to the already (newly beautified) underpass would be beneficial, again extra lighting at night time, and signs from the underpass into the town centre would help. No need for anything pedestrian related through the vehicle access to the river though.
- The Riverfront was damaged years ago when the dual carriageway cut off the town from the river.
- The Riverside area needs improvement but not sure how it can be done as it is well used for regatta, School use and tourists now it wouldn't want to stop that. The area also gets flooded.
- Even as a regular cyclist I find cycling across the Wybridge narrowing and intimidating
- Needs a pedestrian footbridge across the river in this location
- Monmouth would be so good if the A40 was not running through the middle. This was an act of historic vandalism preventing use of its main asset. The Wye riverbank has even more potential - compare with the walk from its town down to the River Gavenny.
- Cyle links to edge of town and same with cars.
- Unless you are part of the rowing club this area does not feel welcoming
- This would be lovely, and make Monmouth more attractive riverside like Hereford. Picnic tables and bins would be great, maybe a BBQ station??
- The only issues I can see with this is the risk of flooding. But otherwise a great proposal!
- From the point of view of attracting tourists, improving access from the river would be highly beneficial.
- Pedestrian bridge needed
- We could learn from other towns like Ross about making more of the Wye.
- Do not forget the Wye bridge it is in need of huge maintenance before anything else!!
- Somone has done a great job of painting the existing subway. More of it where appropriate please.
- Another great idea, Monmouth should utilise its waterfront. It's a great asset, that is not being used. We should've had the hotel. ---------- It was a mad idea preventing the hotel development, that's government for you and politicians.
- See my comment to No 19.
- More like Ross on Wye
- Yes – it is a wonderful asset which is wasted – many towns would like this

- This is a good idea – with a clean river and car parking

Neither agree nor disagree

- I think the real missed opportunity is some kind of public facing aspect to the rowing club. They currently have a mostly disused room which would be a wonderful café during summer, especially when there are rowing events, and we're the only rowing club I know who doesn't offer it. If we had this the area would most likely attract far more people and potentially events to the area which is becoming neglected.
- This is all about tourism. Improve infrastructure in and going out of town. Increase facilities. Reduce or remove sloping, narrowed pavements.widen the roads again, so lorries, emergency vehicles can safely travel along them. Consider the residents having to use Monmouth from outlying areas...it is an unpleasant experience coming to Monmouth to shop. It was such a vibrannt place in the 1990s lots of independent shops, easy free short stay parking...
- Ref my comment that not everyone cycles. Don't make life difficult for anyone including motorists. Remember that most people have heavy shopping to carry, have mobility issues, young children etc.
- I think it's quite nice down there and not sure how many people are going to arrive by river. Signs to guide walkers into the town would be good and if you could create a pavement through that underpass (even if it's just a white line) it would improve safety.
- Would need more information as there are many different users
- The underpass leading to Monmouth Leisure Centre/Comprehensive school is in desperate need of refreshment and better lighting. Nothing must copmpromise the Rowing Club's access to the river. The club is a major asset to the town, much used and loved by local people. Improvements to water quality in the Wye are essential here.
- OK as is.
- Just come and see how many cycles come through the town. NOT MANY.
- As before need to make more of our waterfront but don't know about a gateway. May impede regular users
- Improved riverside access welcome but dubious about more "boats"
- Just leave it alone
- You've got a landing area there already. Clear up the awful mud on the footpath.

- At present it's not easy for visitors to find. There was a superb restaurant once but no one knew it was there. Signage definitely needs to be improved from the town centre to the waterfront.
- Perhaps once all else is complete!
- Excessive tourism has become a problem in many places – abroad and at home – don't let it happen to my hometown! What do the two rowing clubs think about potential boating hazards increasing?
- Not a priority in my opinion.
- Better signage towards the pedestrian underpass would be great, and signage from that to the centre of town would be good too. No need to mess with the vehicular access though.
- "What about Wybridge?
- It is not fit for purpose – for pedestrians and cyclists or for heavy HGV lorries – a new bridge is needed first before other works suggested above"
- I don't arrive by boat .
- Nice to have in future once the High Street has been improved and shops repaired and filled.
- A landing area for what? I know there is rowing, but would there be a water taxi?

Disagree or strongly disagree

- Again nice for one day, but get the town looking tip top first!
- This area just needs maintaining its already beautiful.
- Sort out the nightmare road bridge first not a nice walk over the bridge to/from wyesham
- Floods too often in winter. River Wye is the newest dead sinking river - enforced the pollution cleanup would be a better use of money
- waste of resource especially encouraging cycling in and around Monmouth. Council has more pressing duties to concern us rather than useless, costly vanity projects.
- No This is the boat club area and there is no room. It also floods so how does this work when the floodgates are closed. It will get muddy and be inaccessible so pointless. It will damage the businesses that park there like river wye canoes and paddle boards and regattas. Reducing sport availability.
- Again this isn't a priority
- Again, not keen on concreting over grass, if that's the intention.
- We don't need MORE cycle and pedestrian specific links
- Not sure that this area needs improving as it is not a major route into town. Mixing pedestrians and cyclists on pavements is dangerous.
- Who is going to arrive by boat to visit Monmouth

- Completely pointless waste of money
- Waste of money. I suspect majority of visitors come by car and will not be influenced. Irrelevant to locals
- Surely this already exists

New Pedestrian Routes from Eastern Car Parks

Strongly agree and agree

- Permeability from our car parks to Monnow street is paramount. The walk around is a long one for those who are less mobile, or are juggling small children and shopping. Linking Chippenham Court car park to Monnow street would mean that this space gets utilised more.
- Ideally there would be a walk through where the old shop with the pigeons is on Monnow Street through to the car park that nobody knows exists and nobody uses, could help calm the rants about lack of parking in the town if it were easier to get from the high street to the car parks.
- I think that's important. Before I became a resident I didn't really know how to get from the car parks through to Monnow St. it's not at all obvious to visitors.
- See above comment
- Re-opening the passageway alongside Lloyds bank into Monnow Street would be a huge benefit. Better signage would also be a rapid low cost inprovement.
- Tree Planting and local art.
- Maybe a walk through shopping area with small businesses.
- The walk through Howells Place is dark, smelly and very uninviting. The other routes are only available when shops like M&S and Waitrose are open. There needs to be some sort of access route from the Chippenham Court car parks through to Monnow Street.
- What enitcement and support can the councils offer to encourage progress on the proposed redevelopment of the Hebron Hall chapel - where public access to Monnow Street is a key feature? The narrow walkway shown passes between privately owned gardens, so can only be widened by compulsory purchase of part of the latter. The archway through to Monnow Street at the opposite end of the pathway shown cannot be widened as it passes through and underneath listed buildings. Better signage indicating the town centre would help.
- the pavement provision form these car parks, especially cornwall house, is very poor and disjointed.
- This would help share car parking
- Monmouth needs improving to make sure the town can survive.
- If this benefits the nursery then yes but if it takes anything away from the nursery then no. This pathway is also dangerous at night time. CCTV would be good.
- I agree with this, The area needs tidying up as well and better tarmac or paving!

- Yes 4 disability bays needs to be recognised as any one can park in the bays all day without having to pay because MCC do not class it as a road which is entrance to the doctors surgery and funeral services, that could be a start 4 disability parking which disability people cannot park only 2 bay's rear of M/S.and 5 at the main car park top of t,Monmouth not a disability friendly town
- A useful cut-through if you know it , but unlikely to know about it if you're not local.
- More routes and better signage essential. Car parking in Monmouth is very poor.
- The cornwall house car parks are very under utilised. I often park here, but it is frustrating to walk all the way down and through M&S when I need to go somewhere up to the top of town. A well signposted way through near Nelson Gardens would be really good. I do appreciate that this carpark, while right in the heart of the town, could be unusable for people with mobility issues as there is no easy way too and from these car parks.
- That wonky barrier has a had a good reign, would be nice to lay it to rest and improve the route its been guarding.
- Again, it's not the most welcoming view to be welcomed into Monmouth for visitors, is it?
- Visitors to town must currently be mystified by the limited and poorly sign[posted pedestrian routes into Monnow Street. Much improvement needed.
- Visitors. Using Cornwall House car park and beyond are always asking how they get to Monnow St. it would be good to have a route through near the Trafalgar flats.
- Would definitely need more due to tight spaces to get into town
- It's not mandatory but it would be good for tourism, however I think for locals I think they're okay as they are.
- Having a car park called Monnow Street Car Park that does not access Monnow Street is futile. This would help as many visitors and residents don't know these car parks exist. This would be most welcome.
- The current public access is hidden and too narrow.
- Not sure how this can be achieved. Please keep all refurbishments in keeping with the town's character.
- Definitely needed. Shockingly absent for years.
- This again is not an immediate concern, although the lane is narrow and intrusive to residence. It would be better if the scruffy/little carpark could be clearer. Waitrose carpark is a disgrace to itself and the town.
- Would encourage usage of eastern car parks if there was a walkthrough higher up the street

- Yes, walking through the current alleyway and Marks and Spencer isn't ideal, so changes might be a good idea.
- Super idea and much needed - Howell place can be stressful as very constricted
- Again the premises next to Lloyds bank should be repaired to include a walkway to the carparks.
- There needs to be a direct pedestrian walkway from the car parks near Chippenham Court to Monnow Street. Visitors get very confused trying to find a way to Monnow Street from these car parks as there isn't any signage to the existing alley at Howells Place.
- Agree and should form part of the redevelopment of the vacant building next to Lloyds Bank
- Howells place would benefit from signage showing that you can walk down it to access the centre of town.
- better signage would help not sure how it could be achieved
- Make any planning permissions to renovated sout side of monnow street contingent on access to monnowst where possible
- Dedicated, coloured, pathways would really stand out and be a help to visitors
- Get access for motor vehicles and pushbikes to the edge of town then walk around town. Don't mix motor vehicles or pushbikes with pedestrians. Car parks for grocery shopping.
- It's like a maze trying to cut through the town from side of the high street. Improvements to circulate people around the town stands to benefit everyone from ease of access
- It would be amazing if somehow we could build a Padel tennis court in Monmouth
- would make it more easy to find the high street from the car park
- I already said this, it is a good idea.
- Essential. We have some perfectly good car parks hidden behind the the buildings fronting Monnow Street but there is no quick access to the main thoroughfare. Brainless.
- Ideally need access from other car parks to upper Monnow street, though the depict building next to Llods bank, or even demolish completely and allow one way traffic down that way to car parks / back of M&S/Waitrose
- Improved connectivity would generate more foot traffic from car parks to Monnow St.
- Pathway needs improving as the current alley is too narrow.
- No comment

- Yes but is difficult to see how this should be done with existing buildings, unless empty/derelict buildings utilised and cleared for access
- A new walkway must be created to improve access to top end of monnow street, for residents and visitors alike. Access must be created to the Nelson Gardens, hidden gem. The existing footprint from Blestium Street car park to Chippenham is badly maintained and relies on local residents to cut down foliage to keep it open. No one knows who owns it or accepts responsibility for its upkeep. If planning permission is given for future development, access to monnow Street should be required as a condition.
- Would help pedestrians.
- Further up the street
- Limited options, but making sure roots are easy to use for wheelchairs, prams and those with walking difficulties. Good surfaces and lighting.

Neither agree nor disagree

- pedestrian routes are always a good thing
- Low priority
- Signage most important
- This walkway is OK. One is needed from the far end carpark (the longstay overflow one)
- Yes, we need safer access to the town in the dark as the alleyway is scary for lone females/children and constantly smells of urine. Very unhealthy route.
- the little corridors and narrow passageways add interest
- Not a budget priority.
- Just fix what we have. It works just fine. Just needs cleaning up. Spending all this money we do not have its stupid.
- Not enough information given on proposal.
- Not sure how you'll achieve this with such a tiny alleyand close buildings
- This little footpath is good.
- How?
- Just needs to be better sign posted
- The planning that was granted for the Hebron Hall site specifies that a public walkway be created. I am unsure why this is part of this proposal. A bigger sign at the end of Howells Place to show that the centre of town can be access would be good though, along with better lighting.
- Don't tamper with the quaint quirky nature of the town. It is unique and needs to stay that way. People can get from A to B perfectly well as it is.
- Still need parking spaces
- Already there. Just put a sign post to town centre.
- This already exists, existing signage would be improved

- The Waitrose car park is in poor and dangerous condition for pedestrians and cyclist on the road between the supermarket and chipping and fields (personal experience). Cars are bigger and wider than the spaces allow. On dark, wet evenings exiting the car park is hazardous.
- Possibly where you said you would put a walk-through by Lloyds Bank

Disagree or strongly disagree

- dont think this is a great use of the money. maybe paint the floor of the alleyway showing the way
- Improve the roads for those that have to drive in and out of Monmouth. This is all to do with Tourism and not to do with benefitting the people that live here and have to use the poor facilities in Monmouth.
- Not much wrong with present access.
- Not needed. Just add signage
- There already is one!
- Not needed
- Already in place so pointless.
- As it would destroy someone's property , I disagree.
- There is already an alley there.
- Already have several pedestrian routes
- Leave our Town alone. Just put improved signage so that people know how to exit the car park into Town. Stop raping our town.
- again nothing wrong with what we have got - money should be spent on Monnow Street not walkways into town
- Just improve the signposting
- There is plenty of walkways through to the main street now that would be another waste of money better use elsewhere i.e. potholes
- Already in place '
- The existing alleyway is fine as it is!
- Pointless again. You already have path linking town to car parks and can also access via waitrose and marks and spencer
- People seem to like walking their way through small eccentric walkways.
- Adequate route already exists. Some people can use common sense rather than being directef
- What is wrong with the existing routes?

What's Missing

- I think a more focus on cultural improvemnts, such as the castle for theatre, bring back the festival on a smaller scale - maybe focus on celtic bands, such as the international celtic festival in Galicia in Spain (ortigueira festival) this brings 1000s of international visitors over the course of the week. Definetly possible for monmouth. I am mainly concerned regarding the design, it doesnt seem to enhance the countryside historical feel. Monmouth can be modernised without losing its quaint character. More care should be taken to not make it look like every other development throught the country. We need unique and independent design. The idea for the slaughterhouses is so cool!!
- Prevent the pooling of water on Monnow street - permanently widen the pavements and remove the temporary kerbs, cambers and drains that are causing a hazard. Town should be better with widened pavements but when it rains the paved areas are smaller and the mud and sloped surfaces are a hazard!
- Please sort out Monniw Street. The drainage is poor, the pavements are uneven, there are obstacles everywhere, it looks scruffy and uncared for, the planters are pointless and make navigating with a pushchair difficult.
- Have lots of thoughts, but we tend to look at the practical, so it may not be useful. We are finding that shopping centres are remote and bunched together, which makes parking and access painful. More supermarkets made available in towns will be better than improving signage or spaces. Having cycle routes will ensure residents' well-being even in old age. Trying to recruit more volunteers to help in the community but most cant do much with no car and buses are hit and mis
- Very poor cycle routes given the number of cyclist who ascend our town on the weekends. All school children should be able to cycle to school safely. The Ingles bridge must be reopened urgently.
- Cycling routes would be great - ideally off the roads. Fix Vauxhall bridge and better connect Vauxhall fields to the town. Help fill vacant shops. Monmouth needs variety- no more chain coffee shops pleasesupoort independent shops. Consider sports shops, restaurants and support local artisans
- Way to much focus on gateways and entrances improve the desire to go first ie more independent shops and food drink etc there's a curfew after 9.00 town centre dead in the evenings. Properties going to ruin eg the wreaked building near Lloyds bank the gate house etc.

nothing for young people too many charity shops, link up bottom and top of town

- These proposals and this survey is a tick box exercise for the council, to show that you have put these 'ideas' out to the public for their comments. None of these proposals address the problems. Signage, narrowed roads, more lycra clad cyclists, dangerous sloped pavements and naff planters are sticking plasters. Infrastructure to and from the town needs attention. You can't keep increasing populations without doing this. We are not tourists. Unfortunately, I have will have to continue to use Monmouth and I can see no real benefits from any of these proposals for the community that live in the area.
- PARKING! Return main street to parking herring-bone style. Remove ugly sad boxes of "flowers" and pavement widening uneven areas that cause puddles everywhere. Parking totally inadequate for disabled who cannot shop unless close to shop.
- The rich musical history of the town really needs to be seen as a huge opportunity for the town. Think Gracelands!! There is so much to be gained from musical tourism these days - we need to take our share, invest in the studios at rockfield and create a cool story to be told in the town to visitors.
- Prioritize Monnow street regeneration
- Please do not reduce parking on monnow street. So many people park for convenience and pop into shop, if not so convenient I would shop online. Better maintenance of existing infrastructure and steet furniture. The roads are potholed, planted areas unloved etc.do not try to make it harder for drivers. A lot of the money spent in monmouth is by people who do not live in monmouth but travel there for work or schools. Introduce ban on delivery vehicles on monnow street 8-9am and 3-5pm to reduce congestion.
- I saw on the display boards a proposal for a pedestrian bridge next to Wye bridge and I think that would be a huge improvement, currently crossing Wye Bridge as a pedestrian is not a pleasant experience! I think we need to provide a greater variety of social activities and welcoming spaces for our young people. With all of the schools we have a lot of teenagers around the town.
- Yes sorting out the Main Street, it’s disgusting !!
- A real focus on empty shops. Pop ups with landlords offering favourable or free rates for the pilot duration.
- Free parking such as in Cambrian would encourage visitors. Do not pedestrianise the town when parking is so poor- the paths are is such a bad condition and disabled access is so bad. It’s very difficult to push a

biggie or wheelchair. Lack of toilet facilities in town. No working CCTV. Monmouth is NOT child friendly, disabled friendly or friendly to elderly residents - everyone else drives out of town! Waste of money on making Monmouth QR coded as no one wants to visit here! Make existing shop owners repair their properties as Monmouth is a dilapidated eyesore! The best feature of Monmouth is the road out! Nothing for you youngsters included in your plans!

- Yes - reopening of the MOD bridge to get access to Vauxhall fields
- I am disappointed at the final conclusions. I attended most of your sessions at the Shire Hall and the street walk abouts. The first meeting was very good with huge input from 50 or more local residents. I was very optomistic for a great outcome. Unfortunately much of the input was ignored. There is a dominating focus on improving the entrances to the town, rather than tackling things to improve life for residents. Apart from the Blestium Street proposal none of the other entrance improvements would do much to improve the life of Monmouth residents. This whole exercise has missed one improvement that would make an enormous improvement to the town for decades to come. That would be the construction of a 2 lane road from the Post Office sorting depot, across Vauxhall Fields to join Rockfield road at the old ambulance station. This would become a town bypass, permitting Monnow Street to be largely pedestrianised. This would result in thriving town centre with street cafes / entertainment, / flowers/ trees, improved air quality, no traffic noise, no frustrated drivers in the street. Generally a very improved and welcoming environment.
- Clear travel plan for vehicles (domestic and commercial) around Monmouth Town particularly for local residents.
- The town needs a central location for a single medical centre. No single outlying site has been deemed suitable for a multitude of reasons: resident opposition, flooding, destruction of green spaces, etc. A brownfield site in the centre of town is the only viable solution.
- Have a dedicated team with a range of skills to deal with maintenance issues. Could volunteers assist? Volunteers could certainly raise issues to whoever heads this team. Better Policing. Better parking control. Control of Drugs issues. Easy enough to see the distributors cycling out from Monnow Keep at regular intervals. Make better use of our riverfronts, but ensure there is still plenty of cover for our wildlife along the banks GWT could advise

- I think the new proposed health centre in Osbaston should instead be located in the town centre for ease of access for all residents and to prevent traffic build up from and through Monmouth to Osbaston.
- All are excellent ideas but pointless unless Monnow Street is improved with permanent new pavements and dedicated planting areas.
- Encourage more diversity of retailers into town, we have lost so many good ones over the years to be replaced by coffee shops or charity shops...let's try & stop people going elsewhere or buying online....there has to be enough diversity for people to want to shop in Monmouth.....
- Yes. I would like to see far greater focus on our two rivers, creating pleasant riverside walks both in but also around the town. Also I suggest we should be prepared to pay for the use of clan, attractive toilets with extended opening hours. Also there should be more provision for private cars, particularly in Monnow Street to enable people to make quick visits to shops or collect or drop passengers. Why not herring bone parking on one side with maximum time limit of 15 minutes?
- Just re tarmac all roads in and around Monmouth and it will look a million miles better
- concentrate on road maintenance in and out of town and remove parking charges or reduce to a nominal fee and employ people to manually monitor and clean streets.
- I think the pavements along Monnow Street need attention. The widened pavements with reduced parking do not enhance the character of the town centre, particularly as most of the planters are neglected and have become dumping grounds for rubbish. The pavements are in very poor condition, are uneven underfoot and are sloping. As someone with mobility difficulties, these really do hinder my ability to get around. I also think some sensible short stay parking provision on Monnow Street would be a definite advantage and would make it easier to use the shops there.
- "No mention of the ""temporary""""" extra wide pavements through the lower part of town. Not attractive to look at, and the planters are neglected and just take up space. Ongoing issues when deliveries are occuring, it must be awful for the delivery drivers.
- Abergavenny has been developed so nicely, Monmouth feels like the poor relation.

- Where have the contents of Monmouth Museum gone, and what will happen to that lovely building? Can that somehow link with the slaughterhouse redevelopment?"
- 'Beaufort Square' is in fact called Beaufort Arms Court. Please try to make an effort to refer to places correctly.
- Monnow street itself is missing from these proposals. the temporary works put in place during covid are no longer fit for purpose and are deteriorating. this creates accessibility and safety issues, blocked drains, raised metal works, broken plastic and rubber kerb stones. The premise of wider paths and planting is an extremely good one, making the town centre feel like a pleasant place to walk not a drive would be great. a better connection from the skate park car park to the town centre behind home bargains would be useful. additional free half hour or hour car parking perhaps in the riverside car park area where the market is held promoting higher footfall. personally most of my visits are a quick stop off fo a coffee, or pick up a prescription. i am able to walk so typically park further way and walk in, but those less able are likely to put off a short visit to town.
- More support to organise studying in the hub centre (town library)
- Why has there never been a suggestion of a riverside park at the bottom of nailers lane under the castle. An ideal idyllic spot that cannot be built on due to flood risk. Get rid of the silly unsightly planters/furniture on the high street (whats the point of having widened pavements, then filling them up with obstacles!). Plant a few trees properly subject to underground services. The pavements should be wider than original, but not as wide as now - Monmouth was well known in the tourist books for its wide high street. Currently looks a mess. Flagstones should be in keeping albeit expensive
- Compared to Abergavenny Monmouth is really poor, with regards to access/shop variety/markets and vibrancy.
- Can we go bk to having g more on street parking and remove the dead planters in monoow st and remove the terrible wider uneven covid footpaths. Monmouth was a thriving town centre due to the fact you could pop to the shops in your car. We could drop my older mil in town for shopping g and Hairdressing services. Reduced parking means less access for reduced mobility and those with prams and young children, I.e all those who need to drive. This active travel thing excludes the populations of surrounding villages which use mommouth as their local town.

- Church street is spoken about by then not an option to house out of one of the three. This is disappointing as I believe a lot of Monmouth residents really want church street to thrive. There is also no mention about resentant safety and with a lot of crimes going on it would be good to consider how we can best support the community feeling safe. I also believe that we should fix things that need fixing first rather than spending money on new projects. Fix church street, better the markets and once that is done THEN worry about the slaughter houses etc. improving smaller issues with drastically change the vibe and how people use the town. Please don't spend money on things that are a nice to have than a need. Also there is no mention about accessibility here. Do you know that almost all of the shops in town aren't accessible as they have steps into the buildings? This is affects not just people with mobility issues but it stops parents coming in with prams etc.
- Making it easy to shop in Monmouth by parking nearby is my main need which will make the shops thrive too.
- Yes, more parking in Or near Monnow street. Widening streets to ease traffic flow.
- pedestrianising Monnow Street
- Yes would be great if a monnow river walk was created at the rear of homebargins straight up to the castle.
- Being between 2 rivers, and the rise in popularity of outside swimming, access to walks along the Wye, combined with ability to buy local, wholesome food, and then with more cultural and social events - there is an opportunity to shape public perception as a go-to destination. It has so many existing, currently under-used assets. The 'Gateway' idea is good - if framed positively, by connection to nature and beauty, history, culture, the arts etc.
- Any investment should be first put into Inglis Bridge so it can be restored.
- Don't forget teenagers. A hub for them and/or publicly subsidised events for them. The event offerings at Vauxhall Field are very stale. We need new things happening, pop ups - a feeling this town is progressive and a great place to live yet keeping the culture and identity intact. Get young people's ideas for consideration by the town council. I see nothing points to them in this survey even. What about an outdoor gym in chippy. Also more joined up thinking required e.g. the Comp art classes being involved in the current empty space wall painting project. Maybe some intergenerational events. Another improvement would be a dome or covering for one of the children's playgrounds due to our increasingly unfortunate

weather. How about a bandstand by the river which a variety of entertainers could use. A walking festival weekend would be good like Crick has. As the monmouth music festival seems dead, we need one annual weekend festival to put us on the map e.g. Brecon jazz, Aber Food Festival, Caerphilly Big Cheese. My personal preference would be an on stage music-based festival.

- Stop wasting council tax payers money. If it ain't broke don't fix it. Our town is fine as it is. It just needs some heritage sensitive refurbing and fixing. Not Milton Keynes in Monmouthshire. We don't want to be like everybody else! Its unique and should stay so.
- There is nothing to help the disabled to access the town. In town parking is totally useless. Unable to get on the pavement from the disabled bays if getting a wheelchair out of the boot unless you are in the exact right place as usually another car is in the at spot. Also all the ups and downs and drains are a trip hazard for the less mobile.
- Monnow street needs to be fully improved - I assume it's current implementation was an experiment - looks cheap, messy and very half-hearted at present. But I like the tubs and screens.
- As a priority, please make Monmouth look loved again and clean up high street areas and pavements, in particular the unsightly mess that was once the Peacocks store. It's been almost 3 years since the fire and in that time, the immediate surrounding area, pavement and building has deteriorated rapidly.
- "Festivals are mentioned in the proposals. I support festivals such as the lantern parade, the river festival, the medieval festival, and the bee festival. I do not support festivals run by private enterprises for profit.
- I do not support political style events, such as Pride, which causes division and resentment in the community.
- It would be a shame to destroy Monmouth's wonderful historical feel with modern building designs and digital technology both rearing their ugly heads."
- The proposals all have a very modern look to them which doesn't really add to the towns personality, it would be nice if areas could retain a more appropriate rustic village feel.
- Yes more parking and widen Monnow Street back to how it was it was a beautiful street with lots of on street parking so handy for elderly to shop
- Vigorous consultation with residents of the town for any major changes or events is imperative to keep the locals on board with any changes. As the recent dibarcol with the Monmouth Rising event. Something of that scale

should never have been approved without talking to local residents first who's lives would have been severely affected. Also minimise road disruptions, after 18 months of Welsh Water and now the tunnels roadworks and Wye bridge being shut local residents are fed up with traffic chaos

- Surprised at lack of any mention of Library, Hub and Rolls Hall and their links to the town cemtre. A glaring omission. Some of the proposals are not easily understandable eg what is meant by smart technology to manage cleanliness etc? A greater variety of shops would be welcome. Are there any plans to diversify (without adding more coffee shops, nail bars etc)? Lack of a rail station is a major issue for Monmouth. If there is no prospect of ever having one, serious attention is needed to improving bus services between Monmouth and other areas, both in routes and frequency. Whilst active travel is to be encouraged, it is essential not to forget that many rural residents are totally reliant on cars to get to/from town. What can be done to enable less dependence of this type? Road & car park surface maintenance needs to be incorporated into future plans. Rockfield Road pothole issues and Rockfield Road car park are cases in point.
- I cannot stress enough how much the current traffic levels and parking through the high street put me off shopping there. As a high-income household, we'd love to shop locally but the amount of space given over to cars means it remains noisy, congested and unappealing as a place to spend significant amounts of time. Time and again, pedestrianisation has been rallied against by local businesses, citing reduced footfall with no real objective data to support their position. Change is difficult, but it is the sort of change that should be given a fair try if we want a vibrant, sustainable future for younger generation.
- Reducing the dominance of road traffic is essential. Monmouth should be a relaxing place for people to wander and enjoy.
- We need to instill pride in our town so people do not feel it's acceptabe to drop litter
- I believe there is scope for improving the layout of Monnow Street to make it more attractive and inviting for pedestrians. Monmouth needs to try and reduce through traffic through the town centre and provide much better and safer sustainable access travel routes from all areas of the town.
- Before doing anything else, there is an urgent need to clean up the town centre. It needs regular cleaning, litter

picking and the removal of weeds, especially for the High Street. Private landlords with properties in a poor state of repair should be targeted and forced to address this issue. There are far too many derelict properties with long standing skaffolding around them, most notably the burned out former Peacocks store. It is a complete eyesore and a disgrace that nothing has been done to address this for almost three years. It is interesting to contrast this with Abergavenny, where a retail property fire there last year was addressed immediately with the relevant building demolished for redevelopment within one month. Monmouth's 'equivalent' is now up to 3 years 'and counting' with no action taken. You will fail to attract business, locals or visitors to the town unless these issues are addressed as a priority

- Unless you sort out all the empty shops and help small businesses all your plans will be a waste of money as it will still turn into a ghost town. This must be a priority above all other plans as people will not come to see empty shops as charity shops and coffee shops are not enough.
- Get rid of the stupid planters and tidy up monnow street, especially the old peacocks building and the building with moss and plants growing in the window
- What you need to do, but can't is get landlords to reduce their rents and get the government reduce business rates then you would fill the Town Centre. We need our wide high street back more parking and coach parking but if this plan is anything to go by you aren't interested in that! What a complete and utter waste of money. Put our town back and leave us alone. I'm fed up of people who don't live or work in this town telling us what we want, you haven't got a clue and don't want to listen anyway.
- A lot of good things have been done but more community support is needed to be organised to maintain them. It is a pity that the Methodist hall that is for sale couldn’t be made into an indoor market
- Think we need to take a look at Abergavenny and Chepstow and see what they are doing. Why is Monmouth falling behind we are all in the same council . Monmouth has so many things going for it but has been let down by Monmouthshire Council and has become a poor relation to those towns. Monnow Street has been ruined by not enough parking, lack of decent shops. Why are the shops going to Abergavenny and how come we are missing out .
- Focus on things that are already bad in Monmouth rather than adding lots of new stuff to mask it

- Please declutter Church Street. Sight impaired people complaining they are being discriminated against and have to avoid Church Street. More unintrusive signage for businesses in White Swan Court. Access to chemist is being denied at present. Do something about Wye Valley A466 entrance into Monmouth!
- Put the pavements back the way they were pre covid
- Yes proper Heritage signs at Dixton Road on the roundabout or even on the roundabout with drawings of Monnow Bridge, Shire Hall, Monmouth Castle other places make use of their roundabouts why can't we try and catch the eye of motorists at this point when they are stopped waiting to enter the roundabout - to give motorists a reason to visit not drive past.
- Park and ride at the vacant land at Dixton Roundabout.
- Put back the pavement structure in Monnow Street, give us back our historical high street.
- Rewiden Monnow Street
- Increase Parking
- Coach parking areas for 6 -8 coaches
- HGV Overnight parking spaces
- Motorhome overnight facilities
- Nicer public toilets that don't lose our parking spaces
- Develop Vauxhall Fields for dog walking, designated walking areas, rewilding, exercise areas, cycle ways, extra allotments, tree planting.
- Why do you need to know my religion, ethnicity, disability and nationality what has it got to do with whether you put a new sign in Monmouth it is offensive and intrusive to ask these questions."
- The planters placed during lockdown are an eyesore they are not looked after. All the above proposals are all well and gd but it is the upkeep that matters !
- Put the town paths back to pre covid. More free street parking for vistors and shoppers.
- Monnow street is a mess, I agree with the wider pavements and benches and tables outside the cafes and the planting boxes but they are poorly situated and shoddily made, if they could be improved with the use of more sympathetic materials on the pavements and the planting boxes that would be great regular cleaning and empty properties cleaned up. Pedestrianise Monnow street between the hours of 10 am and 4:30 allowing for emergency vehicle access. Shop deliveries to be before 10 am and after 4:30. OK for access inbetween these times if there is a problem on the dual carraigeway.

- Child friendly design. I've not come across any mention of how children navigate/link up any of these proposals depends
- Prepare our roads all around and in Monmouth, our Monnow Bridge., sorry Wybridge needs it badly
- You are just wasting our tax money, Monnow Street is a mess. You have got it all wrong put it back to the normal wits and parking.
- Support for the nighttime economy – music and entertainment venues. More focus must be on children and young people.
- I know progress can be slow but it would be encouraging if some improvement happens soon
- . None of these these address the real issue which is the A40-you need to work with MCC and WG to improve the Wybridge road access first-solve that issue and this town will become more easily accessible!!! Please don't hide behind it's not our responsibility
- Deal with Gatehouse pub at Monnow bridge
- Deal with Queens/carpark area/across the river
- Deal with derelict and empty building
- A clean town with maintains buildings, a police presence, with a variety of affordable shops with attracts people/enhanced resident experience
- Also, the Gateway to Wales begins at the Dixon roundabout Prepare the terrible state of Dixton Road less cars if Park and ride is available. Wye bridge Street carpark is under used not known about people too lazy to walk.
- The three chosen are relatively cost-effective and straightforward, but the list is fairly comprehensive – if aspirational and expensive. Just get on with things and let people know what is being done.
- Nailers Lane needs an upgrade
- Encourage an artist quarter in the area at the end of Nailers Lane
- Acoustic fencing along dual carriageway adjoining Chippenham Fields and two River Meadow
- Is/are these proposals for locals or more focused on tourism development?
- Increased pedestrianisation in the town centre, more trees and benches, so that it's a safer more accessible space. There are currently few places to linger in the town centre.
- Free parking would be a very good way to encourage people to the town. Agree with improving cycle and pedestrian routes but not at the expense of cars. Also, what about electric car charging points, surely we need a lot more of those in Monmouth?

- Riverside walks on Monnow - excellent ideas
- There is a lot of proposals here I think it would be better to concentrate on monnow street and church street
- Please invest this money into the bare necessities of the town first - traffic in town is a nightmare (I frequently avoid going to town because of this), many of our buildings sit empty (The Queens Head Pub, The Gatehouse, The Club for example!), and local businesses need more support to be able to survive and thrive - let's get the basics sorted before we spend money on making the town 'pretty'
- My personal preference would be to concentrate on Monnow Street, Agincourt Square and Church Street before attempting to improve other areas. Diluting your main objective, which I assume is to enhance the residence/visitor experience in the centre of town, would be counter productive.
- Not in the list above but reconstruction of Monnow Street as a multi use street incorporating new parking and pedestrian areas etc is the overwhelming priority, all other actions are less of a priority.
- I think that there is too much focus on pedestrian use in town- just because there is a wider pavement it doesn't mean more people will use it. It gets cluttered too easily with benches/planters/shop signs making it unuseable anyway. Not everyone is able to use a bus or 'active travel' and making the town harder for an aging population seems a waste of everyones energy.
- Council must did what is necessary (e.g look at business rates, compulsory purchase / court proceedings etc) to: 1. Encourage more independent shops 2. Sort out all the derelict shops whose owners are doing nothing. 3. Encourage more nice restaurants
- I honestly feel like this entire project is a complete waste of money so far and dread the day I hear a grant application has been successful to allow any of the work to take place! Please put the high street back to pre-covid.
- How much has all this cost so far? And is it ever likely to be put into effect? I was hoping to be able to discuss my questions with someone.
- The High Street could be improved for cyclists. Consider highway issues in locality that the impact on town. The closure of Inglis Bridge reduces non--–vehicle transport links and creates additional pressure on highways within town. Need to maximise benefits of river frontage as a public open space. Markets may be better targeted and operated by town Council or local community groups.
- . A bus station area with public toilets.

- Air quality mentioned in para 30 but no proposals that would improve it. Unclear how active travel would be encouraged; need to reduce car usage.
- I admire the vision and ambition. You can't please everyone and there will be lots of naysayers but the town is declining and I support the efforts to try and reverse this.
- put the pavements back how they were. the wide street of Monmouth was the best. the appalling waste of money creating the current mess is unforgiveable
- The need to remove some or planting and wooden shacks that have already been installed on monnmow street that are looking more and more untidyand a hinderence to pedestrians not a benefit. Reinstate more parking psaces on monnow street.
- more free parking, reduced business rates, and better traffic flow to encourage people to come. common sense things that need no consultants and surveys wasteing more money. also be public about how much money you have spent on these already.
- Dog faeces collectin
- Most attempts by the local authority to date have been inappropriate or badly conceived There are already heritage trails, blue plaque and poppy trails, plus a number of interpretation panels. Please do not change them. Not in favour of smart technology – frequently breaks down and is not reinstated. Even happened with the authorities own digital screens in the market Hall.
- Support businesses that are already there ! We are struggling .
- This project shouldn't be siloed from wider countryside access. Monmouth's location is a draw for access to the countryside but the connectivity and rights of way access to rivers in particular are critically lacking. These proposals go some way to linking up the Monnow and Vauxhall Fields but there is a missed opportunity in recognising the walking opportunities from the town centre that could boost commerce and dwell time. This requires new public rights of way and better connectivity for existing. Not least, there is no place for young people to be beyond browsing around shops. They are left with scraps of countryside and riverside access to socialise. Also, there is a lack of interpretation, but the focus should really be on intuitive wayfinding 'by nose' through a much better connected and welcoming space design. Bogging people down in information panels or digital apps that require constant investment could become a waste of investment.
- Improve the widened pavements and make them permanent

- Be great to have more sports available. Be fab to have Padel Tennis in town
- I am a big proponent of how sport can enhance a community, both physically and mentally. I feel that Monmouth has a relatively decent offering of communal sports, however one sport in particular that I think would be great for the town would be some Padel tennis courts. Padel is the fastest growing sport in the UK and is very easy to learn. I believe that it would be a fantastic addition to the sports facilities in Monmouth!
- We have a unique historic town centre. Why try to modernise it and make it look like any main 21st city centre instead of celebrating it's history. Monmouth residents want to be able to drive into town. Park short term on the road, shop in local shops and return home. The Monnow St proposals perpetuate the current traffic congestion (loading and unloading) and parking problems.
- Potholes
- Put cyclists back on the roads. There WILL be accidents and injuries resulting from speeding cyclists on the pavements
- To please our older residents and visitors, could you think about expanding the availability of hireable "shopper-riders"/mobility scooters at car park locations. I guess they would quite like to bring back public executions in Agincourt Sq too, but maybe we should give that one a miss! :-)
- Improve public toilets, clothes shops needed, weeding and general cleaning of Monnow Street, the old Peacocks shop is an eyesore.
- We should definitely consider improving the protection of the river Wye if the town is to be so heavily using it as a feature to draw both visitors and locals to the area.
- Not so much missing but to simply pick three from this long list is not particularly easy. Many are interconnected. And to do some and not others leaves the town looking a little half hearted. (Aside: The intro to the 'More about you' section talks about collecting various information about me including where I live. There is no question in the section that addresses this.)
- Enable National Express/ FlixBus buses to have somewhere easy to drop off and pick up so they can have stops at Monmouth
- Only ever see one cleaner keeping areas tidy . Need many more . Town looks scruffy and not well maintained. Empty shops , look disheveled. Monnow Street one large vacant shop in appalling condition.
- Make it easier to walk up and down Monnow street, there are too many cars, how can you enjoy the town centre

when there are so many cars and you can't take time to be a person

- Reduce car parking charges - Cwmbran parking is free and the town centre has very few empty units and is consistently busy
- The market should be a permanent fixture inside the original market building,alongside the museum.Also street markets weekly, actually in the street,take away the cattle stalls type covid boxes and have a more open feel .THE PROPOSED HEALTH CENTRE SHOULD BE CENTRAL I.E.IN TOWN!!!
- Learn from the vibrant Abergavenny and build a bitter market here sonewhere
- Pram/cycle access from Kingswood gate estate and from wysham is poor. This needs to be improved.
- More opportunities to enjoy the riverside are needed. Eg. pop ups, bars, cafe, spaces for kids the play while looking at the river. By slaughterhouse too.
- Indoor and outdoor Places for toddlers to play are needed ". More than just the soft play is needed.
- I have many more and look forward to the next consultation phase. please publicise it widely. I have to drive all the country for work but am almost exclusively a pedestrian in Monmouth and have strong vies. Please do not hesitate to contact me if any of my ideas are of interest. [email redacted]
- keep the town neat and tidy. Get rid of litter, weeds and detritus. Specially in corners it looks terrible. It's a very, very bad reflection on the town, that's why it's deteriorating and people are going to Ross on Wye and Abergavenny to their shopping!
- Monnow Street. Since pavements were very badly and dangerously widened during Covid, short stay parking and vital crossing points have been lost. The Main Street has been changed to actively and actually discriminate against disabled/elderly and visually impaired people. The widened pavements are covered with street furniture, rough and different surfaces, sudden drops then lack of dropped curbs. They are now accessibly actually much narrower than pre Covid. The furniture- eg. trees in tubs positioning means parked cars sometimes can't open doors as no space. For disabled peoples access it is a nightmare with much less parking. The complete removal of the refuge crossing points at roughly the post office, has meant there is now NO safe crossing point at the top end of the town. This refuge allowed people with sight issues to cross one lane at a time safely. The solid boundary for seating roadside to Salt and Pepper has visually and effectively blocked the

street. The vista of Monnow Street is broken by this. The seating, is actually used say less than 20% of the time and about 6 or more more short term parking, or dropping off spaces have been lost, again to the discrimination of less able. The fenced boundary on the former roadway presents a solid block to crossing the street in this stretch too, as no access is possible to the pavement from it. The solid nature of the boundary is also prohibited under MCC own highways regulations as it completely blocks visibility splays from traffic to and from Nailers Lane, as well as pedestrians trying to cross. Changes to this area alone to stop the active discrimination, with the reinstatement of the safe refuge crossing, return of short stay/dropping off parking and removal of the seating area altogether (Salt and Pepper already have outdoor seating within the building outline) for legal safety reasons alone would be a massive step forward to improve accessibility to pre covid status. It the refuge was reinstated and changed to non enclosed seating it would be some improvement. The £10 application fee that I believe is all the shop pay for all seating in this former public and parking area is an absolute insult to the value the parking and access lost to more vulnerable Monmouth people especially.

- Deploying smart technology to measure how the town is being used sounds like a very sensible thing to do – it almost feels like a prerequisite to many of the proposals being put forward, as having a baseline dataset available before improvements are made will be paramount to measuring how successful those improvements ultimately are. I work in data and would be happy to contribute here if the opportunity is there.
- Mobile apps require continued investment in maintenance and content in order to stay up to date, in both technical and relevance terms – it's not simply a case of contracting a developer to create an app as a one-time project. It would be useful to understand whether or not other towns of a similar size have successfully deployed an app that has had a measurable benefit on both the app user and businesses / heritage sites promoted within the app, and what challenges were faced in delivering the app to the intended audience.
- If the town does decide to have an app developed, then including all app-related proposals in a single app would be a stronger offering to users. Having separate apps to promote local businesses and promote the town's heritage features would create a fragmented experience for users who download both apps, and

would mean opportunities to ‘cross sell’ will be lost: an integrated experience would allow for users visiting promoted businesses to find heritage features nearby, or for nearby independent businesses to be suggested at the end of a heritage trail – and if a business is resident in an historically significant building, there would be two channels available to bring visitors to that site.

- I feel a lot of this is over ambitious. Where are the funds for it? Moving the museum seems to have ground to a halt. (Was £750,000 really spent on consultants' fees, with nothing left to actually set up the museum in Shire Hall? If so, that indicates massive incompetence and mismanagement of public money.) The library is at risk (with a shambolic set of proposals without proper condultation and then withdrawal of plans due to public outcry.) Those two issues need sorting out first - along with addressing the empty, decaying, boarded up shops. Make things easier for the small independent shops and traders.
- The Dixton roundabout vacant site is an eyesore. Create coach drop off stop at top of town. Essential as a lot of day visitors are older and have limited mobility, but can walk down Mono Street to join coach in Blestium Street. They also have limited time so need to be near shops and cafés.
- Return Monnow Street to pre-Covid!! The footpaths were wide enough and would be great to go back to the wide road with herringbone parking!! Remove/replace the wooden planters which look very unattractive. Take away the pinch point at the top of town. Too much money spent on widening paths for cyclists who use the roads.
- Only use the carpark spaces for market on Saturday that I needed rather than the complete carpark by Blestium toilets when one store is set up.
- I will this be paid for? What happened to the last plans?
- Yes! Return Monnow street to how it was prior to Covid. People need to park their cars to be able to shop.
- 'Please please clean up the street – Monmouth is looking shabby – get a voluntary weekend clean and landlords to spruce up their shop etc
- The planters in town need maintenance – perhaps each planter designated to a business, garden centre or even a primary school or church which they could look after and attributed to via a sign or advert

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Monmouth

Placemaking Plan Consultation Summary Report

May 2025

Purpose Of This Report

The purpose of this document is to provide a summary on the public consultation on the Monmouth Placemaking Plan, which took place between 14 March and 6 April 2025.

The consultation process was designed to gather views from residents, businesses, and others interested in the future of Monmouth on the vision and interventions for Monmouth town centre proposed to be included in the Monmouth Placemaking Plan.

The report contains:

- Information about the consultation process
- Collated feedback received
- Analysis of the feedback received

The feedback gathered through the consultation will inform the final Monmouth Placemaking Plan, to be produced in spring 2025.

How People Had Their Say

The community was able to participate in the consultation by:

- Using Monmouthshire County Council's consultation platform, Let's Talk Monmouthshire, to view information on the Placemaking Plan process, register to receive updates, download the proposals, and complete an online version of the feedback survey.
- Attending one or both of the in-person drop-in consultation sessions held on 14 and 15 March 2025 in the Market Hall, Monmouth.
    - At these sessions, people could view a display of the draft proposals, discuss them with the consultant team and Monmouthshire County Council officers and provide feedback, and complete a hard copy of the feedback survey.
- Viewing an unattended display of the Placemaking Plan proposals in the Old Council Chamber at the Shire Hall between 17 March and 6 April.
- Completing a hard copy of the feedback survey, which could be obtained and returned to the Shire Hall throughout the consultation period.
- Emailing Monmouthshire County Council's regeneration team with comments.

The full placemaking plan document can be viewed at: https://www.monmouthshire.gov.uk/placemaking-and-regeneration/

Photos Of In-Person Consultation Event

Key Messages from the Consultation

Draft Vision

- **Level of support**: The vision received moderate support with 59% of respondents agreeing (combining "Agree" and "Totally agree"), while 28% disagreed and 13% remained neutral.
- **Key feedback messages**: The consultation indicates mixed opinions on the proposed vision for Monmouth as "the Jewel of the Wye Valley" that blends rich heritage with modern attractions.
- **Implications for the Placemaking Plan**: The vision might benefit from refinement to address the concerns of the significant minority who disagree, potentially emphasising practical improvements alongside the aspirational elements.

5 Goals

- **Level of support**: Heritage-focused and vitality-driven priorities received overwhelming support, with "Celebrating our history and rivers" garnering 86% agreement and "Creating a lively town centre" receiving nearly identical support levels.
- **Key feedback messages**: While most goals were strongly supported, "Making Monmouth smart" was less popular, which has the highest disagreement rate (17%), suggesting digital initiatives are a lower priority for residents.
- **Implications for the Placemaking Plan**: Focus implementation on heritage and vitality initiatives as these align most closely with community priorities, while potentially better explaining the benefits of smart technology initiatives.

Castle Hill Area

- **Level of support**: Strong support with 76% of respondents agreeing with improving visibility and access to the Castle area (38% strongly agreeing, 38% agreeing), while only 12% disagreed.
- **Key feedback messages**: Recurring themes included discoverability issues, perception of private ownership deterring visitors, physical constraints of the site, and desire for enhanced experiences like outdoor theatre and events.
- **Implications for the Placemaking Plan**: Prioritise improved signage and interpretation, clarify public access rights, and consider developing the area for events; also explore improving connectivity to related assets such as Tibbs Bridge.

Church Street Independent Quarter

- **Level of support**: Overwhelming support with 82% of respondents endorsing plans for new entrance features, signage and lighting (50% strongly agreeing, 32% agreeing), with only 8% opposing.
- **Key feedback messages**: Key concerns included poor building conditions requiring enforcement, specific improvements needed for White Swan Court, high business rates hampering business viability, and accessibility issues caused by street furniture.
- **Implications for the Placemaking Plan**: Address building condition through enforcement or support for owners, improve White Swan Court specifically, reduce street clutter, and recognise this project is already underway through Town Council efforts.

Agincourt Square Activation

- **Level of support**: Strong enthusiasm with 83% approving of regular markets and events supported by new infrastructure (48% strongly agreeing, 35% agreeing), while only 5% opposed.
- **Key feedback messages**: Respondents favoured consolidating Monmouth's currently fragmented market in Agincourt Square rather than Blestium Street, improving market quality with local/artisanal products, and better integrating Shire Hall with the square.
- **Implications for the Placemaking Plan**: Prioritise creating a unified market location in Agincourt Square, improve quality of market offerings, balance pedestrianisation desires with vehicle access needs, and enhance Shire Hall integration with the square.

Cinderhill Street Gateway

- **Level of support**: Mixed views with 55% supporting improvements (29% strongly agreeing, 26% agreeing), 14% neutral, and a substantial 31% opposing the changes.
- **Key feedback messages**: Major concerns centred on potential traffic disruption from narrowing roads, maintenance of planted areas, balancing aesthetics with functionality, and pedestrian/cyclist safety.
- **Implications for the Placemaking Plan**: Reconsider the road narrowing aspects of the proposal, emphasise pedestrian safety improvements, ensure maintenance plans for planted areas, and consider a design more sympathetic to Monmouth's historic character.

Bus Station Improvements

- **Level of support**: Strong favour with 73% supporting improvements (39% strongly agreeing, 34% agreeing), 17% neutral, and only 10% opposing.
- **Key feedback messages**: More focus on functional and practical improvements like better shelters and weather protection, clear information displays and signage, aesthetics that complement the town's historic character, and bus service frequency improvements.
- **Implications for the Placemaking Plan**: Prioritise functional shelter improvements and clear information displays, ensure design fits Monmouth's historic character, and coordinate with transport providers to address service frequency concerns even if outside the Plan's direct scope.

Slaughterhouse Arches

- **Level of support**: Overwhelming support with 84% endorsing the proposals (60% strongly agreeing, 24% agreeing), 9% neutral, and only 7% opposing.
- **Key feedback messages**: Strong emphasis on the untapped potential of this historic asset, concerns about sewage/river pollution affecting the area, flooding concerns, and the space's limited sunlight affecting its appeal as a place to linger.
- **Implications for the Placemaking Plan**: Prioritise this well-supported project, address sewage and pollution issues as part of the development, incorporate flood resilience measures in the design, and consider the limited sunlight in activity planning for the space.

Dixton Road Gateway

- **Level of support**: Divided opinions with 48% supporting (22% strongly agreeing, 26% agreeing), 21% neutral, and 31% opposing.
- **Key feedback messages**: Major concerns about school traffic congestion, large vehicle access constraints, traffic diversion issues when the A40 is closed, and ongoing maintenance of planted areas.
- **Implications for the Placemaking Plan**: Reconsider this lower-priority proposal, focusing particularly on the road narrowing aspects; if progressing, ensure designs accommodate school traffic patterns, large vehicle access needs, and address maintenance concerns.

Blestium Street and Monnow Bridge Arrival Point

- **Level of support**: Strong backing with 80% supporting enhanced facilities (47% strongly agreeing, 33% agreeing), 12% neutral, and only 5% disagreeing.

- **Key feedback messages**: Strong consensus on improving public toilet facilities, balancing attractive public space with maintaining necessary parking, enhancing the riverside setting, and ensuring designs complement Monmouth's historic character.
- **Implications for the Placemaking Plan**: Prioritise public toilet improvements, carefully balance public space enhancement with parking needs, emphasise natural materials and traditional design elements, and maximise the riverside setting as a key visitor attraction.

Glendower Street Arrival

- **Level of support**: Strong favour with 73% supporting improvements (33% strongly agreeing, 40% agreeing), 18% neutral, and just 7% disagreeing.
- **Key feedback messages**: Focus on poor visitor experience and wayfinding from car parks to town centre, building maintenance and access concerns including scaffolding blocking routes, and preserving historic character while improving functionality.
- **Implications for the Placemaking Plan**: Prioritise signage and wayfinding improvements, address building maintenance affecting access (potentially requiring coordination with private owners), and ensure design interventions enhance rather than detract from historic character.

River Wye Gateway

- **Level of support**: Good backing with 68% in favour (33% strongly agreeing, 35% agreeing), 21% neutral, and 11% opposing.
- **Key feedback messages**: Strong support for a pedestrian bridge across the Wye, concerns about river pollution affecting appeal, recognition of the A40 severing the town from the river, and potential flooding issues.
- **Implications for the Placemaking Plan**: Incorporate the pedestrian bridge into the proposal, address river pollution issues (potentially through advocacy if outside direct control), improve connections across the A40 barrier, and ensure flood-resilient design.

New Pedestrian Routes from Eastern Car Parks

- **Level of support**: Solid backing with 63% in favour (34% strongly agreeing, 29% agreeing), 26% neutral, and 11% disagreeing.
- **Key feedback messages**: Emphasis on poor condition of existing routes like Howells Place, need for better signage and wayfinding, recognition of property and access constraints, and particular focus on access to upper Monnow Street.
- **Implications for the Placemaking Plan**: Improve existing route quality and maintenance, enhance signage to existing routes, work within property constraints to identify feasible new connections, and focus especially on improving access to upper Monnow Street.

Improving How the Town Centre Is Managed and Maintained

- Strong preference for traditional approaches, with targeting vacant property improvements receiving highest support (88% agreement), followed by consolidating markets (80%), while technology-oriented proposals received less enthusiasm (town centre mobile app 48%, smart technology 56%).
- **Key feedback messages**: Clear prioritisation of tangible physical improvements addressing vacant properties and enhancing markets over digital innovations, with strong support for community-led heritage events.
- **Implications for the Placemaking Plan**: Focus resources on the highly supported traditional management approaches like addressing vacancies and market improvements, while potentially scaling back or better explaining the benefits of digital initiatives.

3 Most Important

- Clear prioritisation with i) addressing vacant properties overwhelmingly identified as top priority (55% of respondents), followed by ii) regeneration of the Slaughterhouse Arches (41%) and iii) strengthening the Church Street independent quarter (30%).

What's Missing?

Five clear themes are evident in respondents' feedback about what was missing from the proposals:

Main Streets and Infrastructure

The most prominent concern relates to Monnow Street's current state. Many respondents' express dissatisfaction with the temporary COVID-era pavement widening, citing

poor drainage, uneven surfaces, and accessibility issues. There's a strong desire to either improve these modifications permanently or revert to the previous layout with more on-street parking. The derelict former Peacocks building is repeatedly mentioned as an eyesore requiring urgent attention.

Accessibility, Parking and Transportation

Accessibility emerges as a critical issue, with many highlighting that the current town layout disadvantages elderly people, those with disabilities, and families with pushchairs. Numerous comments call for more parking (including some free short-stay options), suggesting that reduced parking has negatively impacted local businesses. Several respondents also note the need for improved public transport connections and better active travel infrastructure, particularly cycle routes that connect schools and different parts of town.

Cultural and Community Spaces

Many responses highlight the need for more cultural activities, better utilisation of Monmouth's musical heritage, and more entertainment for young people. There are suggestions to revive festivals (potentially on a smaller scale), improve riverside amenities, and create more social spaces. Respondents frequently mention maintaining Monmouth's unique historical character while modernising sensibly.

Retail and Economic Vitality

Respondents express concern about empty shops and the need for a more diverse retail offering. There are calls for support for independent businesses, potentially through reduced rents or rates, and suggestions for more regular and vibrant markets. Several comments compare Monmouth unfavourably to Abergavenny in terms of retail variety and vibrancy.

Maintenance and Basic Services

A consistent theme is the need for better maintenance of existing infrastructure before new projects are undertaken. Respondents mention road repairs, regular street cleaning, weed removal, and maintenance of planters and street furniture. Several comments suggest that addressing these basics would significantly improve the town's appearance and attractiveness to visitors.

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Integrated Impact Assessment Template

(incorporating Equalities, Socio-economic Duty, Future Generations, Welsh Language Measures, Corporate Parenting)

Name of the Officer Daniel Fordham, Regeneration Manager **Phone no:** 07890 024489 **E-mail:** danielfordham@monmouthshire.gov.uk	**Please give a brief description of the aims of the proposal** The Abergavenny, Magor with Undy and Monmouth placemaking plans have been coproduced by the county council and the three relevant town councils and set out a vision, goals and priorities for each of the three town centres.
Name of Service area Regeneration	**Date** 26 November 2025

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 *Consider the impact on our community in relation to age, e.g. how do we engage with older and younger people about our services, access issues etc. Also consider what issues there are for employment and training.*	The placemaking plans 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 benefit 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 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 who are widowed.	None	Public realm improvements may 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 *Consider the impact and what issues there are around each of the disability needs groups e.g. access to buildings/services, how we provide services and the way we do this; producing information in alternative formats, employment issues etc.*	The placemaking plans 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 benefit those who are without internet access or who cannot travel far to shop/use amenities. These issues disproportionately affect people with disabilities.	Changes to the public realm can be disorientating for people with sight difficulties and visual impairment and could be distressing for people with severe autism. New street furniture and other elements introduced through public realm improvements may pose potential obstacles to those with visual impairments or mobility difficulties. Care will therefore be taken with the siting of these elements.	Public realm improvements may include additional street seating allowing people with limited mobility, expectant or new parents or young children to rest. Careful consideration will be given to the needs of people with disabilities before implementing any changes.
Gender reassignment *Consider the provision of inclusive services for transgender people and groups. Also consider what issues there are for employment and training.*	No impact	No impact	-
Marriage or civil partnership *Same-sex couples registered as civil partners have the same rights as married couples and must be provided with the same benefits, such as survivor pensions, flexible working, maternity/paternity pay and healthcare insurance. Consider the impact of your proposal on these rights.*	No impact	No impact	-

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 *A woman is protected from discrimination during her pregnancy, maternity leave and 26 weeks from the day she gives birth. Including the provision of services, goods and facilities and recreational or training facilities. Consider the impact of your proposal on these protections.*	Public realm improvements can include additional street seating allowing people to rest and feed children.	New street furniture and other elements introduced through public realm improvements may pose potential obstacles to those with pushchairs or prams. Care will therefore be taken with the siting of these areas.	Public realm improvements may include additional street seating allowing people with limited mobility, expectant or new parents or young children to rest.
Race *What will the proposal do to promote race equality with the aim of eliminating unlawful discrimination, promoting equality of opportunity and promoting good relations between different racial groups. Think about the potential to affect racial groups differently. Possible issues include providing translation/interpreting services, cultural issues and customs, access to services, issues relating to Asylum Seeker, Refugee, Gypsy & Traveler, migrant communities and recording of racist incidents etc.*	No impact	No impact	-
Religion or Belief *Consider the impact e.g. dietary issues, religious holidays or days associated with religious observance, cultural issues and customs. Also consider what issues there are for employment and training.*	No impact	No impact	-

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 *Consider what issues there are for men and women. Will this impact disproportionately on one group more than another e.g. equal pay, responsibilities for dependents, issues for carers, access to training, employment issues.*	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 that these jobs are disproportionately held by females.	No impact	Changes to the public realm will consider matters such as lighting to ensure that everyone is safe and feels safe. Feeling unsafe at night disproportionately affects females.
Sexual Orientation *Consider the provision of inclusive services for e.g. older and younger people from the Lesbia, Gay and Bi-sexual communities. Also consider what issues there are for employment and training.*	No impact	No impact	Changes to the public realm will consider matters such as lighting to ensure that everyone is safe and feels safe.

2. The Socio-economic Duty

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.

Socio-economic disadvantage can be defined as living in less favorable social and economic circumstances than others in society. It also includes social justice, which is about reducing inequalities by working towards more equal distribution of wealth and opportunities so everyone can achieve their full potential.

Consider how the proposal could affect the following vulnerable groups:

Armed Forces Community (including veterans)
Single parents
Vulnerable families
Single adult households
Carers
Students
People living in the most deprived areas
Pensioners
Homeless People
People misusing substances
People who have experienced the asylum system
People involved in the criminal justice system

Socio-economic Duty	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 from socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts in relation to the Socio-economic disadvantage?
Think of what evidence you have about socio-economic disadvantage and inequalities of outcome in relation to this proposal. Will it impact disproportionately on certain groups? Can the proposals be improved to reduce inequalities of outcome?	The placemaking plans will support the regeneration of town centres, including by 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.	None	The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.

3. Policy making and the Welsh language

What are the effects that the proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English? How could positive effects be increased, or negative effects be mitigated? Explain how you believe the proposals could be improved so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English 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
Policy Making: *Consider what impact this policy decision will have on the Welsh Language. This includes opportunities for people to use the language, opportunities to promote the language and treating the language no less favourably that the English language. Include any data and evidence e.g. WESP, Census Data, Cymraeg 2050, Welsh Language Strategy.*	Placemaking Plans will be translated when adopted. Consultation will be bilingual.	No negative impact	-
Operational: **Recruitment & Training of workforce** *Carefully consider whether vacant posts require Welsh language skills as a desirable or essential skill. This is especially pertinent with front line roles as more than 10 % of the population of Monmouthshire speak Welsh. Also, when assessing the need for Welsh language skills keep in mind the existing Welsh language skills within the workforce. In service areas where there is a current lack of Welsh language skills, posts should be advertised as Welsh language essential. Additionally, consider where further training may be needed to increase the number of staff who can speak Welsh and to enhance the skills of current Welsh speakers.*	n/a	n/a	-
Service Delivery: **Use of Welsh language in service delivery** *When advertising our services you must promote the fact that people can deal with the council in Welsh by*	Signage will be proportionate to avoid physical and visual clutter. It will be bilingual to comply with	No impact	Information to market and promote the regeneration projects will be bilingual.

phone, email, twitter, Facebook, letters, forms, website transactions etc.	Welsh language standards and to promote our local heritage.		

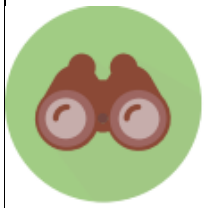
4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goals	Describe the positive impacts the proposal has on the wellbeing goal.	Describe the negative impacts the proposal has on the wellbeing goal.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales *An innovative, productive and low carbon society which recognises global limits and uses resources efficiently (including acting on climate change); a skilled and well-educated population in an economy which generates wealth and provides jobs.*	The proposals will provide opportunities to create a safe and attractive environment for shoppers and visitors to support local businesses. Creating such an environment will support retail, services, hospitality outlets which in turn attracts businesses and jobs whilst adding to the general prosperity and vitality of a town centre. This in turn supports the infrastructure to enable citizens and communities to thrive and support local businesses.		A marketing campaign is proposed to promote the grant opportunities to local businesses.
A resilient Wales *Maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).*	Public realm improvements may help to create a safer environment for pedestrians and cyclists and encourage active travel instead of car use. Green infrastructure introduced as part of public realm improvements will provide additional trees and flowers		WG funding has been secured for wider active travel improvements and for regeneration enhancements and grants to support local businesses.

Well Being Goals	Describe the positive impacts the proposal has on the wellbeing goal.	Describe the negative impacts the proposal has on the wellbeing goal.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	for pollinators. Such measures may also raise awareness of biodiversity and climate change issues and encourage positive participation.		
A healthier Wales *People's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.*	Public realm improvements may create opportunities to prioritise pedestrians and cyclists as well as support businesses. Active travel is being promoted and supported by the Welsh government as a way to engender a heathier lifestyle.		Improved place-making and green infrastructure will provide the opportunity to increase physical activity and support physical and mental well-being and support Active Travel.
A Wales of cohesive communities *Communities are attractive, viable, safe and well connected*	To be successful our High Streets need to be safe and attractive for residents, workers and visitors. The proposals will help businesses adapt to the changing role of the High Street.		
A globally responsible Wales *Taking account of impact on global well-being when considering local social, economic and environmental wellbeing*	Measures to support local businesses, ensure pedestrian safety and to encourage active travel will encourage people to adopt a more healthy lifestyle through walking and cycling, as well as ensuring amenities and services are successful and therefore remain accessible locally.		
A Wales of vibrant culture and thriving Welsh language *Promotes and protects culture, heritage and the Welsh language,*	All streets signs, highway markings and interpretational material introduced as part of public realm improvements will be in Welsh and English. There may be opportunities to use		

Well Being Goals	Describe the positive impacts the proposal has on the wellbeing goal.	Describe the negative impacts the proposal has on the wellbeing goal.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
and participation in the arts, and sports and recreation	improvements to historic buildings and the public realm to raise awareness of culture, heritage and the Welsh language and encourage positive participation.		
A more equal Wales *People can fulfil their potential no matter what their background or circumstances. (This includes the protected characteristics listed in Section 1 above. You can add more detail there. Don't forget to think about the impacts on poverty)*	Monmouthshire has a greater range of small businesses than any other county in Wales. Creating an environment to support those seeking to invest or expand in retail thereby adding to the prosperity of our towns benefit from this project. Improved access and facilities can enable citizens to fulfill their potential, whatever their background or circumstances.		Consultation on placemaking plans has included specific engagement with eg disabled representative groups, older people, younger people etc.

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

Sustainable Development Principles	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?
 Balancing short term need with long term and planning for the future *We are required to look beyond the usual short term timescales for financial planning and political cycles and instead plan with the longer term in mind (guidance says at least 10 years, but preferably 25)*	Improved access and facilities within town centres and green infrastructure short term will assist with medium- and longer-term priorities of health, wellbeing and carbon reduction.	
Working together with other partners to deliver objectives	Local placemaking partnership groups, including representatives from town and county councils, businesses and others, have been establish to oversee the development and delivery of placemaking plans.	

Sustainable Development Principles	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?
Involving those with an interest and seeking their views *Who are the stakeholders who will be affected by your proposal? Have they been involved? Do those people reflect the diversity of the area which is served?*	The proposals will deliver against adopted and emerging placemaking plans for the six towns, all of which are the product of extensive engagement and consultation with local stakeholders and communities.	
Putting resources into preventing problems occurring or getting worse	The proposals will arrest the deterioration of town centre buildings and public realm where investment is targeted.	
Considering impact on all wellbeing goals together and on other bodies *Focus here on how you will better integrate the Wellbeing Goals impacts on people, economy and environment described above and balance any competing impacts. Think about impacts the proposal may have on other organisations*	The proposals will have a positive impact on physical and mental wellbeing by creating pleasant and safe environments in town centres, and will support the work of partner organisation such as town councils towards these goals. *There is space to describe impacts on people, economy and environment under the Wellbeing Goals above, so instead focus here on how you will better integrate them and balance any competing impacts. Also think about impacts the proposal may have on other organisations*	

6. **Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting, Care Leavers, Care Experienced People 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 *Safeguarding in this context applies to children (not yet reached 18th birthday) and adult at risk (identified as a person over the age of 18 and who (a) is experiencing or is at risk of abuse or neglect, (b) has needs for care and support (whether or not the authority is meeting any of those needs), and (c) as a result of those needs is unable to protect himself or herself against the abuse or neglect or the risk of it.) Safeguarding is about ensuring that everything is in place to promote the well-being of children and adults at risk, preventing them from being harmed and protecting those who are at risk of abuse and neglect.*	n/a		

Corporate Parenting, Care Leavers and Care Experienced People *This relates to those children who are 'looked after' by the Local Authority either through voluntary arrangements with their parents or through a Court Order. The Council has a corporate duty to consider 'children who are looked after especially and to promote their welfare (in a way, as though those children were their own). It also relates to care experienced people (people who have spent time in care when they were under 18 years old). The Council must consider how to help overcome the disadvantages and discrimination they experience.*	n/a		

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

This will include your baseline position, measures and studies that have informed your thinking and the recommendation you are making. It should allow you to identify whether any changes resulting from the implementation of the recommendation have had a positive or negative effect. Key strategies and documents that may help you include: Community and Corporate Plan, Asset Management Strategy, Digital and Data Strategy, Medium Term Financial Strategy, People Strategy, Socially Responsible Procurement Strategy: Enabling Strategies See Guidance for more examples.

The placemaking plans are informed in each case by a detailed review of baseline evidence, as summarised in the plan and set out in detail in the accompanying baseline 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?**

This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee Report Template

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

- Potential positive impacts on the protected characteristics of age, disability, pregnancy/maternity and sex.
- Potential positive impacts in relation to socio-economic duty arising from investment in town centres and benefits this may bring in particular to people in poverty.
- 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.

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 placemaking plans.	10 December 2025	Daniel Fordham, Regeneration Manager.

10. **VERSION CONTROL: The Integrated Impact Assessment 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** *e.g. budget mandate, DMT, SLT, Scrutiny, Cabinet etc*	**Date considered**	**Brief description of any amendments made following consideration**
1	Cabinet	December 2025	

SUBJECT:	**SOCIALLY RESPONSIBLE PROCUREMENT POLICY**
MEETING:	**CABINET**
DATE:	**10TH DECEMBER 2025**
DIVISION/WARDS AFFECTED: ALL	

1. PURPOSE

1.1 To present the Socially Responsible Procurement Policy (Appendix One) for consideration.

2. RECOMMENDATIONS

2.1 To approve the adoption of the Socially Responsible Procurement Policy.

2.2 To delegate authority to approve any subsequent updates to reflect national Guidance and/ or meet new legislative requirements, to the Deputy Chief Executive and Chief Officer for Resources, in liaison with the Cabinet Member for Resources.

3. KEY ISSUES

3.1 The Ardal procurement service, run by Cardiff Council, delivers the collaborative procurement partnership across Monmouthshire, Cardiff, Torfaen, and the Vale of Glamorgan Councils. Ardal's aim is to deliver value for money and socially responsible procurement for Ardal partners through shared resources, knowledge, learning and expertise.

3.2 To deliver efficiencies for all Ardal Councils and standardise procurement processes for organisations who want to work with any Ardal Council, a Socially Responsible Procurement Policy has been created for each Council, that is built around the same eight socially responsible objectives, as detailed in paragraph 3.5. The purpose of Monmouthshire's Policy is to set out the steps the Council will take to implement Socially Responsible Procurement and the same clear expectations of what we will require from our suppliers and contractors.

3.3 The Council has a strong record of using procurement as a vehicle to deliver local and national policy priorities. The Council's Socially Responsible Procurement Strategy and Delivery Plan, this Policy and all the supporting procurement processes and procedures i.e. Contract Procedure Rules, are geared towards maximising the delivery of economic, social, environmental and cultural well-being through Council contracts. This includes decarbonisation, promoting fair work, maximising the delivery of community well-being benefits (formerly social value) and maximising the opportunities for local businesses to bid for contracts, all of which align with the ambitions of the Council's Community and Corporate Plan. Delivery will be monitored and reported in the Council's annual self-assessment report of the enabling strategies.

3.4 Figure One below details the standardised approach taken by Council's within Ardal. In essence, the primary aim of the *Socially Responsible Procurement Policy*

is to ensure that Ardal Councils maximise the social, economic, environmental and cultural wellbeing that it delivers through its procurement activity; the *Socially Responsible Procurement Strategy* sets out the key role procurement will play in enabling each Ardal Council to deliver their strategic priorities and the *Contract Procedure Rules (CPRs)* set out how each Council will undertake procurement in a consistent way, by adopting the same four Procurement Routes.

Figure One: Ardal's Common Approach

3.5 At the heart of the Policy is the policy framework which contains eight socially responsible objectives aligned to the Well-being of Future Generations (Wales) Act's four well-being Outcomes. The eight socially responsible objectives are:

- Reducing Carbon Emissions.
- Enhancing the Natural Environment and Biodiversity.
- Embedding Fair Work and Ethical Employment.
- Creating Sustainable Employment and Skills Growth.
- Working with our Communities.
- Protecting the Well-being of Young People and Vulnerable Adults.
- Supporting our Local Economy.
- Promoting a Vibrant Culture, Heritage and Welsh language.

3.6 The Policy references and links to relevant legislation, Welsh Procurement Policy Notes, wider national/local policy and guidance:

- The Well-being of Future Generations (Wales) Act
- Procurement Act (2023)

- Social Partnership and Public Procurement (Wales) Act (2023)

3.7 Further guidance is awaited from the Welsh Government around the Social Partnership and Public Procurement (Wales) Act, including details of the requirements on public bodies to publish an annual Procurement Report and to report on a series Well-being Impact Measures, which have yet to be finalised. This may result in updates being needed to the Policy and the delegation is proposed to deal with this, along with updates to meet new legislation requirements.

3.8 Awareness of the Policy will be generated amongst Officers through the Procurement Network which was established on the 19th of November. The Network brings together Officers with procurement responsibilities to increase their skills and knowledge, provide regular updates including revised specification documents to support the tendering process and share and promote best practice. Procurement surgeries will also be held to provide targeted one to one support.

3.9 Wider awareness will be raised through a planned 'plain English' Communications campaign which will be targeted at various audiences including Members and the business community and third sector. Officers will ensure that the Policy is promoted in accessible language to encourage engagement, activities will also include targeted 'Meet the Buyer' events, planned for early 2026.

3.10 The policy, which is an external facing document, aims to maximise social, economic, environmental, and cultural well-being through the procurement activities offered by the Council. It also sets expectations for suppliers and contractors, in conjunction with Ardal's Selling to the Council Guide, and aligns with the Well-being of Future Generations (Wales) Act 2015.

3.11 It is important to note that not all requirements stipulated within the Policy will need to be met by all suppliers and contractors tendering for Council contracts. Requirements will be proportionate and tailored according to the size of the contract. Where the contract is sizeable, suppliers will be encouraged to contact Business Wales who provide free business support to businesses wishing to partake in public sector procurements.

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

4.1 An Equality and Future Generations Evaluation Assessment is not appliable in this case as there are no proposed changes to existing service delivery and policy, and the Policy has been designed to supplement the existing Socially Responsible Procurement Strategy. However, as the previous Assessment was undertaken in September 2023, an updated version can be found in Appendix Two.

5. OPTIONS APPRAISAL

5.1 This Policy supports the delivery of national and Council Corporate strategies and outcomes, an options appraisal is therefore not required.

6. RESOURCE IMPLICATIONS

6.1 The Socially Responsible Procurement Policy sets out a series of well-being objectives that are to be demonstrably considered when considering Commissioning and Procurement arrangements to the range of services that the

Council delivers and requires. As with all Commissioning and Procurement arrangements, work must be undertaken to ensure that the likely cost of the service or goods is robustly estimated prior to a decision being made. It is also required that the funding sources are identified prior to a decision with clear mitigations in place in the event of actual costs exceeding the estimate.

7. CONSULTEES

7.1 Ardal Colleagues, Senior Leadership Team, Cabinet and Performance and Overview Committee.

7.2 Engagement has taken place with Council policy leads over the summer of 2024; with the final stage of engagement being an open market engagement exercise by Ardal to allow suppliers and contractors the opportunity to respond to a survey to provide feedback on the eight themes and how their obligation could be met. 23 contractors responded in late 2024, with all saying they supported the eight socially responsible objectives as described and that there were no additional objectives required. The Policy was updated to reflect the comments received from Ardal Councils and contractors. Overall, there has been a positive response from all to the Policy.

7.3 The Policy was considered as an additional business item at the Performance and Overview Scrutiny Committee meeting on the 18th of November 2025. Some comments and questions were raised by Committee Members, the responses to which are detailed in Appendix Three of this report.

8. BACKGROUND PAPERS

- The Well-being of Future Generations (Wales) Act
- Procurement Act (2023)
- Social Partnership and Public Procurement (Wales) Act (2023)
- https://www.monmouthshire.gov.uk/app/uploads/2024/06/Socially-Responsible-Procurement-Strategy-2023-28-Final.docx

9. AUTHORS

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Appendix One

Socially Responsible Procurement Policy -

Appendix Two

Integrated Impact Assessment Procurem

Appendix Three

Queries raised by Performance and Overview Committee Members on the 18th of November and subsequent responses provided.

Query Raised	Response Provided
1. What do "PTR" and "CAR" mean on page 6 of the SRPP?	PTR – Pre Tender Report; CAR Contract Award Report These abbreviations have now been removed and the full description provided in the attached, revised Policy.
2. The document is aspirational; how will its success be measured – what about KPIs, and what will the mechanisms be for reporting back to the committee?	Page 22 of the Policy states that ' The Policy will be implemented through each Council's established Socially Responsible Procurement Strategy and Action Plan and assessed using standard KPI's. From 2026 delivery of the policy will be monitored and reported in each Council's annual performance report of its Socially Responsible Procurement Strategy' Paragraph 3.5 of the covering report also states: 'Delivery will be monitored and reported in the Council's annual self-assessment report of the enabling strategies. The self-assessment report will be presented to the Committee for scrutiny.
3. How will the policy be monitored and reported back to the committee, given the mention of 'the 2026 policy to be monitored by council'?	Please refer to the response to Question 2 above.
4. Should there not be an Integrated Impact Assessment for the policy?	Paragraph 4.1 of the covering report states: An Equality and Future Generations Evaluation Assessment is

	not appliable in this case as there are no proposed changes to existing service delivery and policy. For further clarification, the Policy supplements the Socially Responsible Procurement Strategy for which an Integrated Impact Assessment was previously undertaken.
5. On page 8 of the SRPP, why is 'need' 5th out of 8 in identified priorities? Given that the residents are our customers, should we not find out the need from customers first? The emphasis does not suggest the correct priority to meet customer needs (and legal requirements to meet needs). [I think this refers to 'Working with our communities,' under 'Social']	There is no hierarchy for the priorities or objectives. They are linked to the Wellbeing of Future Generations Act and as such are all equally important.
6. In the project process, why is 'plan' first – should the need not be defined first? Unless the diagram is misleading?	On page 11 of the Policy, the planning stage is prioritised within the procurement cycle. For instance, if the contract for printers is about to expire in three months, planning for re-procurement starts first. The specific needs of the Authority are then redefined based on recent assessments. Plan, Define, Procure, Manage is also the cycle outlined in Procurement Act 2023 guidance.
7. How does the policy support local small/medium-sized Enterprises and Social Enterprises, and what percentage of procurement spend is expected to be directed to these groups?	Supporting our local economy, including local SME's and Social Enterprises is one of our key socially responsible objectives. The Policy outlines our ambition to achieve this by: • Promote our Contract Forward Plan to local businesses and increase the number of opportunities advertised through Sell2Wales. • Actively promote opportunities for Micro, Small and Medium Enterprises (MSMEs) and Voluntary and Community and Social Enterprises (VCSEs) to bid for work by, where appropriate, breaking down larger contracts into 'lots', reserving below threshold procurement for MSMEs/VCSEs, and carrying out pre-

	market engagement including market warming events. • Encourage our suppliers and contractors to support the local economy by using local businesses in their supply chains and local labour wherever possible to fulfil contract obligations and ensuring prompt payment. • Encourage our suppliers and contractors in the transition to a more circular local economy by waste prevention, reducing waste and closing product and material loops through value retention within the resource hierarchy. • Work with partners such as Business Wales, Business in Focus, Federation of Small Businesses and South Wales Chamber of Commerce to improve the skills of local SMEs to access public sector opportunities. • Ensure that payments to contractors and throughout supply chain are made within 30-day payment terms. Currently the percentage of spend with local businesses is 17.93%. However, work is planned with MCC's Business Support team to develop a profile of businesses in the County. An exercise will be undertaken to identify a full list of local preferred business partners to determine appropriate targets moving forward.

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SUBJECT:	**PUBLIC SERVICES OMBUDSMAN FOR WALES ANNUAL LETTER 2024-25**
MEETING:	**CABINET**
DATE:	**10 December 2025**
DIVISION/WARDS AFFECTED:	**ALL**

1. PURPOSE:

The purpose is to fulfil the expectation of the Public Services Ombudsman for Wales that their report is brought to the attention of Cabinet.

2. RECOMMENDATIONS:

2.1 Cabinet note the content of the Public Sector Ombudsman for Wales (PSOW) annual letter (Appendix 1) and inform the PSOW of their considerations and any proposed actions. The PSOW is aware that due to the scheduling of meetings there would be a delay in responding to them.

2.2 That the authority continues to engage with the PSOW complaints standards work, access training for staff and provide the PSOW with complaints data. We have also fully implemented the PSOW's model complaints policy.

3. KEY ISSUES:

3.1 The Public Services Ombudsman for Wales sends every Council an annual letter which provides a summary of the complaints received and investigated. This compares the number of complaints against the local authority which were received and investigated by the PSOW during 2024/25, with the local authority average during the same period.

3.2 The PSOW annual letter provides:

- a breakdown of the number of complaints about the local authority broken down into subject categories.
- shows the complaint outcomes for the local authority and the volume and proportion that each outcome represents for the local authority.
- the numbers and percentages of cases received in which an intervention has occurred.
- a breakdown of all Code of Conduct complaint outcomes against councillors.
- a breakdown of all Code of Conduct complaint outcomes against town or community councils.

3.3 The PSOW received 19 complaints about Monmouthshire County Council. This is 10 less than they received in the previous year, and they closed 16, some complaints were carried over from the previous year. They did not investigate any complaints although they intervened in one case and requested an early resolution which was agreed.

Complaints received by subject: (PSOW definition)	**Complaints Received**	
	23/24	**24/25**
Adult Social Services	0	6
Children Social Services	7	2
Complaints handling	5	0
Environment and Environmental health	0	0
Licensing	0	0
Finance and Taxation	1	0
Housing	3	2
Planning and Building Control	4	6
Roads and transport	4	2
Community Facilities, Recreation & Leisure	0	0
Covid 19	0	0
Benefits Administration	0	0
Education	0	1
Various Other	4	0

PSOW Comparison of complaint outcomes (* denotes intervention)

Monmouthshire County Council	**Complaint Outcomes**
Complaint investigation discontinued (with early resolution at assessment stages)*	0
Complaint investigation discontinued (without settlement)	0
Decision not to investigate complaint	6
Early resolution*	1
Matter out of jurisdiction	2
Non-public interest report issued: complaint not upheld	0
Non-public interest report issued: complaint upheld*	0
Non-public interest report issued: complaint upheld with early resolution at assessment stage*	0
Premature	7
Public interest report issued: complaint upheld*	0
Public Interest report issued: complaint upheld with early resolution at assessment stage*	0
Special Interest Report*	0
Voluntary settlement*	0
Total	**16**

Compliance performance comparison

The PSOW's annual letter includes the number of recommendations made to individual local authorities and the timeliness of our response. The PSOW made two recommendations and unfortunately we were slightly late in complying with them. This was due to an agreed settlement of one complaint that 1) it would be investigated and 2) responded to within 4 weeks. The complainant was not available to discuss the complaint within this timescale, therefore the investigation and response was delayed with a new date agreed with the complainants. However, the Ombudsman deemed that the agreed compliance was not met.

Code of Conduct complaints

There were 7 complaints that the PSOW decided not to investigate. They concluded that there was no action necessary on 2 complaints; no prima facie evidence of breach on 4 complaints; and it was not in the public interest to investigate on 1 complaint.

Town/Community Council Code of Conduct complaints

There were 2 complaints concerning Llantilio Pertholey Community Council, they concluded that there was no evidence of breach. There were 14 complaints about Magor with Undy Community Council, they concluded that there was no prima facie evidence of breach. There were 2 complaints about Usk Town Council and it was concluded that there was no prima facie evidence of breach.

3.4 This report and the PSOW Annual letter 2024/25 has been presented to the Governance & Audit Committee.

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

This report provides feedback information from the Public Services Ombudsman for Wales. The report does not seek to divert from the Council's corporate priorities and the continued delivery of the wide range of services provided through the Council to the public. As the report deals solely with feedback information, a Future Generations and Equality Impact Assessment is not considered appropriate in this instance.

5 OPTIONS APPRAISAL

This section is not relevant as the work of the Public Services Ombudsman for Wales is outside of our control.

6 EVALUATION CRITERIA

We will continue to work with the Public Services Ombudsman for Wales office to resolve as many issues as possible at an early stage and monitor the number of complaints the Public Services Ombudsman for Wales receives and deals with.

7 REASONS:

7.1 The Public Services Ombudsman for Wales (PSOW) role is to consider complaints about public services providers in Wales and to consider complaints that members of local authorities have broken the Code of Conduct. The PSOW has requested that Cabinet considers the complaints that the PSOW has received.

8 RESOURCE IMPLICATIONS:

There are currently no extra resource costs identified.

9 CONSULTEES:

Strategic Leadership Team
Cabinet

10 BACKGROUND PAPERS:

Appendix 1: The Public Services Ombudsman for Wales Annual letter 2024-25

11 AUTHOR:

Annette Evans, Customer Relations Manager

12 CONTACT DETAILS:

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monmouthshire
sir fynwy

SUBJECT:	**National Joint Committee for the National Adoption Service for Wales and Foster Wales**
MEETING:	**Cabinet**
DATE:	**10th December 2025**
DIVISION/WARDS AFFECTED:	**All**

1. PURPOSE:

This report sets out a proposal to amend the quoracy required for the National Joint Committee meetings via a 'Deed of Variation'. The report sets out the reasons for the proposal and seeks cabinet approval for the variation.

2. RECOMMENDATIONS:

1. Agree to reduce the quorum of the Joint Committee to 40%, with at least 3 regional areas Represented; and
2. Authorise the entry into and signing of the Deed of Variation to enable this.

3. KEY ISSUES:

Background

3.1 The National Adoption Service (NAS) was established in 2014 and has enabled significant change and improvement in adoption services across Wales. The National Adoption Service is underpinned by the Adoption and Children Act 2002 (Joint Adoption Arrangements (Wales) Directions 2015. Its structure and governance, through national, regional and local arrangements, were agreed by all councils at that time. A review in 2018 led to proposals to streamline governance and improve accountability including creating a Combined Governance Board and a new Partnership Agreement.

3.2 Legal advice obtained by the Welsh Local Government Association (WLGA) determined that for NAS to operate effectively on behalf of all 22 Welsh authorities, and for there to be a robust hosting arrangement with the host authority (Cardiff), co-operation between Welsh local authorities needed to be put on a formal footing. The preference of the WLGA and the Association of Directors of Social Services Cymru (ADDSC) was that this should be through a Joint Committee.

3.3 From 2015, the National Adoption Service supported the work of the National Fostering Framework (NFF) to create national, regional and local collaborative arrangements to improve Welsh fostering services. The national service Foster Wales emerged from this. Foster Wales

supports local authorities with a defined range of fostering functions linked to the recruitment and retention of local authority foster carers but is not underpinned by legislation. Throughout this time, the WLGA and ADSS-C wanted the national functions for fostering to be linked to the National Adoption Service to reduce duplication and costs as well as to maximise resilience, flexibility and longevity across both.

3.4 The Joint Committee, and the legal agreement underpinning it, provides each local authority with oversight over the National Adoption Service for Wales and Foster Wales including the national leadership and enabling functions that is provided through the role of the Director and Central Team. The Joint Committee is critical for Foster Wales given the lack of a legislative basis for such co-operation for fostering services.

3.5 When the Joint Committee was established, each local authority formally agreed to the Committee via their respective governance arrangements. In Monmouthshire this was agreed by Cabinet on 7th December 2022.

3.6 Following this a detailed Joint Committee agreement was subsequently signed by all local authorities. The committee is attended by the Cabinet Member for Children's services (or the equivalent) from each local authority plus non-voting officers and stakeholders. The representative for Monmouthshire is Cllr Ian Chandler, Lead Member for Social Care, Safeguarding and Accessible Health Services. Cllr Chandler is the Vice Chair of the Joint Committee.

3.7 The Joint Committee held its inaugural meeting in April 2024. Schedule 1 of the Joint Committee Agreement sets out the current constitution of the Committee; in order to be quorate 60% of the voting members, equivalent to 14 council members rounded up to the next whole number, are required to be present.

Current Issues

3.8 The Joint Committee held its inaugural meeting in April 2024. Three subsequent meetings were convened but unfortunately, two of these meetings could not go ahead because they were not quorate. This was despite canvassing members for preferred days/times, establishing a system for nominated substitutes and making direct contact with members as necessary to establish availability. At the most recent inquorate meeting, in May 2025, there were calls from members to reconsider the 60% quoracy.

3.9 A further survey was subsequently carried out with Joint Committee members, substitute members and officers where they were asked to provide their preferred days and times to meet. The results indicated that there was no obvious day suitable for everyone; with the most popular timeslot being a Wednesday morning, followed by certain times on Fridays or Mondays. Only 12 people indicated Wednesday as their first preference and even fewer for the other options. Therefore, the likelihood of achieving a quorum of 60% for future meetings is low.

3.10 Consultation with stakeholders and officers led to a revised level of quoracy proposed of 40% with representation from at least 3 regional areas.

3.11 The Monitoring Officer provided advice on the process to be followed to implement a revised quorum for the meetings. This is:

(i) A consultation with representative bodies, followed by
(ii) A recommendation at a Joint Committee meeting (which will need to be quorate at the current level of 60%) to authorise a Deed of Variation to the Joint Committee Agreement, and then
(iii) A decision at Cabinet, or other meeting as required by the respective constitution of each local authority, authorising a Deed of variation to be signed by all 22 authorities.

3.12 The consultation process was completed involving an email to Joint Committee members, a report to the Association of Directors of Social Services Cymru (ADSS-C) Leadership Group and the WLGA Spokespeople. The outcome of the consultation is as below.

(i) No dissent to the proposal from Joint Committee members.
(ii) The ADSS Cymru Leadership Group supported the proposal.
(ii) The WLGA Spokespeople have supported the proposal.

3.13 A short meeting of the Joint Committee was convened for 24th September 2025. This meeting was quorate and recommended that the quoracy be reduced to 40%, with representation from at least 3 regional areas (minutes attached).

3.14 A Deed of variation has subsequently been prepared and is available for signing once each local authority has made its decision.

Legal Implications

3.15 Individual local authorities remain legally responsible and accountable for the provision of adoption and fostering services. In respect of adoption services, the legal provisions outlined in paragraph 17 below require adoption responsibilities to be delivered in accordance with the arrangements for the National Adoption Service.

3.16 The legal basis underpinning the National Adoption Service is contained in section 3A of the Adoption and Children Act 2002 [which was inserted by the Social Services and Well Being (Wales) Act 2014] and the Adoption and Children Act 2002 (Joint Adoption Arrangements) (Wales) Directions 2015. These set out in detail expectations on local authorities to co-operate at regional and national level to deliver and improve adoption services. They do not, however, contain provisions that explicitly create a mechanism that gives proper legal effect to the co-operation at national level or for the agreement with one local authority to host the national functions. The Joint Committee Agreement puts this on a formal legal footing as well as providing greater clarity and certainty for all authorities, the WLGA as well as Adoption Services.

3.17 There are no regulations underpinning Foster Wales so the Joint Committee provides the basis for the co-operation that is needed.

3.18 Changing the quorum of a Joint Committee is legally permissible but must be handled appropriately to ensure procedural integrity, legal compliance, and democratic legitimacy.

3.19 The Constitution of the Joint Committee is set out in Schedule 1 to the Joint Committee agreement (attached). This provides that the Joint Committee is to have 22 voting members, 1 from each Local Authority; and quorum requires 60% of the voting members – which equates to 14 members, rounded up to the next whole number.

3.20 There is no apparent statutory requirement applicable to Joint Committees in relation to quorum, which appears to be a matter for agreement between the partner authorities. However, for comparison, Council and ordinary Committee meetings, quorum is set at one quarter of the total number of members (under the Local Government Act 1972, Schedule 12A, paragraph 6).

3.21 The relevant clause for local authorities to consider should they wish to amend the quorum requirements is clause 17 of the Joint Committee Agreement. This states that it is the responsibility of each Local Authority to secure approval of the variation in accordance with its own governance arrangements. Unless this function has been delegated, this requires approval by each Local Authority's Cabinet, as the Joint Committee is responsible for the discharge of Executive functions.

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

4.1 Effective Adoption Services are integral to the Council's Corporate Parenting responsibilities in ensuring permanency for children who cannot live within their own birth families. Adoption provides some of our most vulnerable children with the opportunity to experience safe and secure family life which supports their holistic development.

4.2 Effective Fostering Services are equally integral to the Council's Corporate Parenting Responsibilities. Fostering provides opportunities for safe, family-based placements for children who may have experienced significant adversity, abuse or harm. Ensuring sufficient in-house fostering placements to meet the varying needs of individual children and sibling groups, remains one of the strategic objectives for the Council supported by working collaboratively at a national, regional and local level.

5. OPTIONS APPRAISAL

5.1 Monmouthshire County Council could choose not to agree the deed of variation. This option would require the Joint Committee to reconvene for further discussions regarding quoracy. Unsuccessful attempts have already been made to achieve quoracy at 60%. Not achieving quoracy has resulted in delayed and cancelled meetings, causing a delay in Committee business. This option is not recommended.

5.2 The recommended option is to agree a deed of variation to establish quoracy for Joint Committee at 40% with at least 3 regions represented. This option is recommended on the basis that:

- It will allow Committee business to be conducted without unnecessary delays;
- There is minimal risk that Monmouthshire's Council views/ interests will not be represented at Committee.
- 40% quoracy is more consistent with other Committees.

6. EVALUATION CRITERIA

6.1 The National Adoption Service and Foster Wales publish annual reports of activity and progress against a number of agreed priorities including numbers of children adopted across Wales; performance of adoption / fostering services; and numbers of Local Authority Foster Carers across Wales.

7. REASONS:

7.1 Agreeing this proposal will enable the Joint Committee to meet and undertake its functions on behalf of Welsh Local Authorities thus enabling oversight of the collaborative arrangements for adoption and fostering services.

8. RESOURCE IMPLICATIONS:

8.1 There are no additional resource implications in agreeing the deed of variation.

8.2 The funding the National Service is via a top slice of the Revenue Support Grant administered by the WLGA plus grant funding from the Welsh Government.

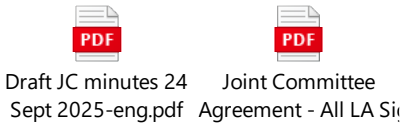
8.3 The reduction in quoracy will ensure that meetings can proceed and thus prevent member and officer time being expended on meeting that do not go ahead. There is no expectation that this will incur additional costs, rather it will ensure that existing resources are effectively used.

9. CONSULTEES:

- The issue of quoracy and the deed of variation was discussed at Joint Committee on 24th September 2025 (see minutes attached below).

- Cllr Ian Chandler, Lead Cabinet Member and Member of the Joint Committee.

10. BACKGROUND PAPERS:



https://fosterwales.gov.wales/wp-content/uploads/2025/03/FW-Annual-Report-23-24_E.pdf

https://adoptcymru.com/app/uploads/2025/09/NAS-All-Ages-Report-24-25_E.pdf

11. AUTHOR:

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SUBJECT:	**Strategic Risk Assessment**
MEETING:	**Cabinet**
DATE:	**10th December 2025**
DIVISIONS/WARDS AFFECTED:	**All**

1. PURPOSE:

1.1 To provide Cabinet with an overview of the current strategic risks facing the authority.

2. RECOMMENDATIONS:

2.1 That Cabinet members review the strategic risk assessment and assess whether it provides a realistic and evidenced appraisal of the strategic risks facing the authority over the next three years.

3. KEY ISSUES:

3.1 The strategic risk management process ensures that strategic risks are identified and monitored by the authority; Risk controls are put in place that are appropriate and proportionate; Senior managers and elected members systematically review the strategic risks facing the authority.

3.2 The Council's strategic risk management policy and guidance and risk assessment helps ensure strategic risks are identified and assessed robustly, risk controls are put in place that are appropriate and proportionate, and risks are supported by effective mitigations to ensure, as far as possible, risk reduction/risk management.

3.3 Strategic risks covered by the assessment are typically risks which could significantly jeopardise the council's ability to achieve its objectives, statutory plans and/or provide operational services as planned. The risk assessment only covers high and medium level strategic risks. Lower level or operational risks are not registered unless they are projected to escalate within the three years covered. The strategic risk assessment should continue to focus on medium term risks to service delivery.

3.4 Appendix 1 provides the latest strategic risk register for the council. The assessment is a detailed document. Any significant changes or updates made to each risk can be found in the 'key changes' column in the summary table at the start of the full register. The council continues to operate in a dynamic environment and has controls in place to assess, manage and mitigate, as far as possible, a variety of risks. The strategic risk register is a live document and is continually updated based on the latest evidence. This will include adjusting the focus, detail and risk levels of risks where necessary. Some key changes made in the last six months can be found below:

- An amendment to the wording of risk 1b to reflect the lack of political majority in the council and to ensure accuracy.
- An amendment to the wording of risk 3 to reflect the risk related to infrastructure and assets due to limited capital budgets.
- A refocusing of risk 10, relating to the progress of the Replacement Local Development Plan, following endorsement of the Deposit Plan at Council in October.

3.5 Cabinet agreed an updated Strategic Risk Management Policy in June 2024, including the further definition of the council's risk appetite. A period of transition in implementing the policy was agreed to allow the council time to strengthen arrangements in line with the revised policy. Arrangements have now been developed to implement the requirements of the policy. These are:

- The requirement and responsibilities to consistently produce directorate risk registers.
- The definition of the Council's risk appetite, using a 'risk appetite range' for various categories of risk that are based on organisational activity.

- Updates to the strategic risk register, including the addition of risk categories, appetite levels, treat/tolerate categories and target risk scores
- A developed risk radar, appendix 2, outlining some of the potential risks that Monmouthshire may face over coming years

3.6 An overview of the strategic risk register was presented to Governance and Audit Committee on the 27th November 2025 to fulfil the committee's role of assessing the effectiveness of the authority's risk management arrangements. The strategic risk assessment will also be presented to Performance & Overview Scrutiny Committee on the 27th January 2026 to enable the committee to fulfil its role of scrutinising the risk assessment and responsibility holders to seek assurance that strategic risks have been appropriately identified and risk is being appropriately managed. The feedback from these committees is continuously considered in the update of the strategic risk register and implementation of the policy. Any key conclusions will be shared with Cabinet.

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

4.1 The purpose of the whole authority strategic risk assessment is to identify and assess risks robustly and ensure risk controls are put in place that are appropriate and proportionate. Any specific mitigating actions that have significant policy implications would need to be subject to a separate decision and a full impact assessment completed at that time.

4.2 The risk assessment specifically references risks around safeguarding and corporate parenting and how they are being mitigated. It also includes activity to mitigate risks relevant to the socio-economic duty and Future Generations.

4.3 An Integrated Impact Assessment was completed on the Council's revised strategic risk management policy.

5. OPTIONS APPRAISAL:

5.1 The Strategic Risk Assessment is updated based on the latest evidence available in line with the Council's strategic risk management policy. Risks that are identified as needing to be managed through the strategic risk register are included. The structure of the register has been developed based on information specified in the policy as being required. Updates to the strategic risk management policy and guidance consider feedback received and take account of the Council's current governance arrangements.

6. EVALUATION CRITERIA:

6.1 The strategic risk management policy sets the criteria that needs to be considered when identifying and mitigating strategic risks. Actions in the risk register set timescales and responsibility holders for delivery. The risk assessment will be subject to continuous review as part of the authority's performance management framework. An up-to-date risk register will be accessible to members on the council's intranet – The Hub. The risk management policy and guidance set the reporting requirements of the risk assessment to Governance and Audit Committee, Performance and Overview Scrutiny Committee and Cabinet.

6.2 The risk management policy sets an assessment of the effectiveness of the risk management framework will be undertaken six monthly and any subsequent action identified implemented. The strategic risk policy and guidance will be reviewed annually and adapted if required, to address any external and internal changes. Any material changes will need to be agreed with the Strategic Leadership Team and Cabinet.

7. REASONS:

7.1 To provide timely, relevant information on strategic risks and the strategic risk management process as part of the performance management framework for ensuring the authority is well run and able to contribute to achieving the Council's purpose.

8. RESOURCE IMPLICATIONS:

8.1 Resource implications are associated with some risks and in implementing actions to manage them. There are no additional resource implications as a result of implementing the strategic risk management process.

9. CONSULTEES:

Cabinet
Strategic Leadership Team
Governance and Audit Committee (27th November 2025)
Performance & Overview Scrutiny Committee (27th January 2026)

10. BACKGROUND PAPERS:

Monmouthshire County Council Risk Policy and Guidance

11. AUTHORS:

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Appendix 1 - Monmouthshire County Council Whole Authority Strategic Risk Assessment – November 2025

Monmouthshire County Council Whole Authority Strategic Risk Assessment - summary

Ref	Potential Risk	Risk Level (score) – Pre mitigation	Risk Level (score) – Post mitigation	Target risk score	Key changes
Risks to resources					
1	Potential risk that: Financial pressures and increased complexity of demand for services, impacts on delivering all of the council's commitments in the Community and Corporate plan, leading to longer term outcomes for the county not being achieved	2025/26 – High (12) 2026/27 – High (12) 2027/28 - High (12)	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 - Medium (8)	Medium (8)	A full review of progress made in achieving organisational objectives during 2024/25 in the form of a self-assessment report was presented to Council in September.
1b	Potential risk that: The absence of a political majority makes it harder to ensure timely and appropriate decision making which results in delays and uncertainty in some projects	2025/26 – High (12) 2026/27 – High (12) 2027/28 - High (12)	2025/26 – Medium (9) 2026/27 – Medium (9) 2027/28 - Medium (9)	Medium (9)	The wording of this risk has been amended to reflect the lack of political majority in the Council and to ensure accuracy.
2	Potential risk that: Some services will become financially unsustainable in the short to medium term in their current form due to increasing demand and continuing financial pressures	2025/26 – High (16) 2026/27 – High (16) 2027/28 - High (16)	2025/26 – High (12) 2026/27 – High (12) 2027/28 - High (12)	High (12)	A 25/26 revenue budget update presented to Cabinet in November notes an overall revenue budget surplus forecast of £29k, a significant improvement of £1.323m since the previous update.
3	Potential risk that: Some infrastructure and assets may become inoperative in the medium term due to insufficient capital funding available to sustain the level of maintenance needed.	2025/26 – High (16) 2026/27 – High (16) 2027/28 – High (16)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	High (12)	The wording of this risk has been amended to ensure the link between capital funding and budgets and the operation and maintenance of infrastructure and assets is clear.
4	Potential risk that: Difficulty recruiting for some posts that require specific skills or qualifications and continued wage inflation will impact the organisation's retention and workforce planning which may affect the delivery of Council services	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – Medium (8) 2026/27 – Medium (8) 2026/27 – Medium (8)	Medium (6)	The People Strategy was approved in May 2024 which sets out a range of commitments and activity to mitigate this risk, including a focus on improving recruitment processes and ensuring retention of talent.
	Potential risk that: Loss or corruption of data due to cyber-attack or data mismanagement, which will compromise the delivery of essential council services	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 - Medium (8)	Medium (8)	A range of mitigating actions continue to be undertaken to mitigate this risk.
Risks to service delivery					
6	Potential risk that: Significant harm to a child or adult may occur due to a specific failure of safeguarding arrangements	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 - Medium (8)	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 - Medium (8)	Medium (8)	The most recent Annual Safeguarding Evaluation Report was presented to Scrutiny in September 2025. The report evaluates the progress of the Council's key safeguarding priorities during 2024/25, highlighting progress, identifying risks and setting out actions and priorities for 2025/26.
7	Potential risk that: Risk of harm if we are unable to meet the care and support needs of some vulnerable children due to an increase in demand and complexity of cases	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (8)	A Placement Development Strategy update was presented to scrutiny in April. This outlines progress in meeting objectives including the development of four additional children's homes/supported accommodation.
8	Potential risk that: Risk of harm if we are unable to meet the care and support needs of some vulnerable adults due to high demand and complexity of cases	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (8)	A whole authority preventative strategy, the 'Living-Well Strategy', has been approved by Cabinet. This strategy aims to implement preventative action to support residents, to live a healthy life, enabling them to remain at home and in their communities.
9a	Potential risk that: Failure to return attendance figures to those seen before the pandemic, particularly among vulnerable pupils and those eligible for free school meals, could lead to a worsening in educational attainment	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 - Medium (8)	Medium (8)	Work continues to support schools and learners to increase attendance levels. Training has been undertaken with schools to increase awareness of drivers of low attendance.

9b	Potential risk that: An increase in behaviours that challenge in schools which may lead to harm to a pupil or member of staff	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (8)	A range of action is being undertaken to mitigate this risk, including the work of the Education Support Team which has enabled those learners most at risk of repeat Fixed Term Exclusions (FTE) or of Permanent Exclusions (PEx) to receive support from specialist professionals.
Risks to policy priorities					
10	Potential risk that: Welsh Government/PEDW does not find the Replacement Local Development Plan sound or Council do not adopt the RLDP which restricts our ability to take forward key policy objective such as job creation, affordable housing development and the adoption of key policies to protect the environment and tackle climate change	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (8)	This risk has been refocused following the endorsement of the Deposit Replacement Local Development Plan by Council in October. The Deposit Plan will now be subject to public examination from Welsh Government and Planning and environment Decisions Wales (PEDW).
11a	Potential risk that: The council is unable to deliver its commitment to decarbonise its operations in sufficient time to achieve net zero by 2030 because our resources are not commensurate with the scale and complexity of the challenge	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (9)	Work has been progressed to develop an understanding of the scale of the change needed in striving to collectively become net zero. A costed decarbonisation plan and survey for the Council's built estate have been completed. This will provide the council with a sound understanding of the funding needed to implement change.
11b	Potential risk that: The Council is unable to deliver services as a result of the increasing frequency of climate-related emergencies such as floods or extreme heatwaves that increase the demand for emergency responses and can cause damage to infrastructure and the closure of facilities	2025/26 – High (16) 2026/27 – High (16) 2027/28 – High (16)	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	Medium (8)	A range of action is being undertaken to mitigate this risk, including the development of an updated flood risk management strategy.
12	Potential risk that: Residents are unable to secure or retain suitable accommodation, leading to rising homelessness and outward migration as a result of failures in the housing market	2025/26 – High (12) 2026/27 – High (12) 2027/28 – High (12)	2025/26 – Medium (8) 2026/27 – Medium (8) 2027/28 – Medium (8)	Low (4)	Rapid rehousing is facilitating increased resource into homeless prevention, for example through additional staffing and the availability of the Homeless Prevention Fund.

Monmouthshire County Council Whole Authority Strategic Risk Assessment

Risks to resources

Ref & Status	**1**	**Risk**	Potential Risk that: Financial pressures and increased complexity of demand for services, impacts on delivering all of the council's commitments in the Community and Corporate plan, leading to longer term outcomes for the county not being achieved.

Risk Owner and cabinet Member responsible	Paul Matthews (Chief Executive) and Cllr Mary Ann Brocklesby (Leader)	**Strategic objective & Scrutiny Committee**	All All	**Risk category and appetite level**	Strategic Cautious	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

The council has an agreed Community & Corporate Plan 2022-28 that contains six well-being objectives which focus on the longer-term future of the county and aims to address complex challenges, in line with the requirements of the Well-being of Future Generations Act. The objectives include a focus on equality, climate change, economy and skills, housing, care and support and learning. The Council is facing significant budget pressures and increasing complexity in demand for its services. The contemporary policy challenges that need to be addressed, working with communities, are complex and evolving. The immediate pressures the council is facing risks impacting on the ability and resources to deliver the longer-term objectives in the plan and meeting the requirements on the Act.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Possible	Major	Medium	8	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Possible	Major	Medium	8	
2027/28	Likely	Major	High	12	2027/28	Possible	Major	Medium	8	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Regularly review progress made in implementing the commitments of the community and corporate plan, ensuring resource is targeted in the most pertinent areas	Strategic Leadership Team Six Monthly (December 2025 & June 2026)	A full review of progress made in achieving organisational objectives is completed annually in the form of a self-assessment report. This is developed based on a range of evidence from across the organisation. The assessment of progress made during 2024/25 was presented to Council in September. A six-month progress report on the delivery of the community and corporate plan is also prepared following Q2 of each financial year. This provides a regular review of progress made in implementing the commitments made in the plan and facilitates targeted activity and intervention in areas requiring further development. This also includes an update on measures contained within the revised measured framework, which was approved by Cabinet in September 2024, ensuring an increased focus on outcomes. The next progress update will be presented to Cabinet in December 2025.
Review the progress of the Enabling Strategies which support delivery of the community and corporate plan to ensure alignment of resources with policy priorities	Enabling Strategy lead officers. Annually (July 2026)	The enabling strategies which support the delivery of the community and corporate plan have now been updated. These include: the People Strategy, Medium Term Financial Strategy, Asset Management Strategy, Socially Responsible Procurement Strategy and Digital and Data strategy. These will be subject to an annual review, as outlined in each strategy, to evaluate progress and ensure they continue to support delivery of the community and corporate plan. A composite report including the annual review of each strategy was presented to Performance and Overview Scrutiny Committee in July 2025.
Strengthen medium to long term strategic financial planning as part of the Medium-Term Financial Plan and adapt to reflect the global uncertainty on public finances	Deputy CEX/Chief Officer, Resources Ongoing	The Medium-Term Financial Strategy (MTFS) was approved by Council in July 2024. This strategy provides the strategic framework for the Medium-Term Financial Plan (MTFP), and a set of key principles to guide medium term financial planning. These two together form the link between the council's long-term policy objectives and its financial capacity. As part of the development of the strategy, a delivery plan has been established, which sets out clear timescales for completion; this is monitored regularly by Cabinet and Performance and Overview Scrutiny Committee. The Council's evolving programme of change, underpinned by strong financial governance, provides the strategic framework through which services will be reshaped to meet resident needs within available resources. This programme is not simply a response to financial pressures but also a proactive effort to modernise and improve outcomes. To maximise its impact, there is a requirement for coordination and discipline to how this work is captured, aligned, and reported. Doing so will help create a more coherent and connected picture of the overall programme, even though different elements are at varying stages of development.
Engage with communities to understand challenges and opportunities from their perspective including participation of residents and service users	Strategic Leadership Team Ongoing	The Council has undertaken a range of assessments and research to understand well-being in the county including the well-being assessment, population needs assessment, and research for the Replacement Local Development Plan (RLDP). These were used to inform the development of the Community and Corporate Plan.

		An annual resident's survey is undertaken to understand resident's views on their local area and council services. The results are analysed and used to evaluate progress with the community and corporate plan and inform future decision making in the council. An annual consultation exercise on the proposed budget is also undertaken in January/February of each year. The involvement and participation of and engagement with Monmouthshire's community groups, public service partners, service users and residents continue to be strengthened to help further understand experiences in the County.

Ref & Status	**1b**	**Risk**	Potential Risk that: The absence of a political majority makes it harder to ensure timely and appropriate decision making which results in delays and uncertainty in some projects				
Risk Owner and cabinet Member responsible	Paul Matthews (Chief Executive) and Cllr Mary Ann Brocklesby (Leader)	**Strategic objective & Scrutiny Committee**	All All	**Risk category and appetite level**	Strategic, Service Delivery Cautious	**Terminate/treat/ transfer/tolerate**	Tolerate

Reason why Identified

The local elections of May 2022 resulted in no political party having overall control of the Council. The Labour party was the largest party and formed a new cabinet without an overall majority. The lack of a majority Council has resulted in a politically unstable council, which has had a significant effect on the speed of the organisation's decision making and the ability to implement policy change. A coalition agreement has subsequently been reached between the Labour party and the Green party, however this isn't enough to form an overall majority. The democratic process has seen some decisions be subject to call-in which can cause uncertainty in some projects.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Almost certain	Substantial	High	12	2025/26	Likely	Substantial	Medium	9	Medium (9)
2026/27	Almost certain	Substantial	High	12	2026/27	Likely	Substantial	Medium	9	
2027/28	Almost certain	Substantial	High	12	2027/28	Likely	Substantial	Medium	9	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Undertake pre-decision scrutiny on relevant decisions	Chief Officer Law & Governance and Chief Officer People, Performance & Partnerships Ongoing	Each scrutiny committee has an established forward plan. This is shared regularly with department management teams to seek their input on items that will require scrutiny. A number of special meetings have been held to ensure decisions are scrutinised in advance of decisions. There is a need to improve the timeliness of completion of the forward plan to ensure appropriate time can be allocated by scrutiny committees to forthcoming decisions.
Utilise members seminars and scrutiny workshops to engage and involve all councillors in the development of policy	Chief Officer Law & Governance and Chief Officer People, Performance & Partnerships Ongoing	Members seminars are being used to share developments and involve councillors on significant forthcoming decisions. Recent seminars include on Homesearch and Culture Strategy. Scrutiny workshops are held to seek councillors' involvement in the development of proposals. These have included the review of primary school catchments and Gypsy and Traveller needs assessment.
Maintain a fully populated forward work planner of Cabinet and Council business	Chief Officer Law & Governance Ongoing	An established forward work planner for cabinet and Council business is available to all councillors and is a standing item on the agenda of scrutiny committees to inform their own work programme. There is a need to improve the timeliness of completion of the forward plan to ensure all interested parties are sighted as early as possible on planned decisions being brought forward.

Ref & Status	**2**	**Risk**	Potential Risk that: Some services will become financially unsustainable in the short to medium term in their current form due to increasing demand and continuing financial pressures				
Risk Owner and cabinet Member responsible	Peter Davies (Deputy Chief Executive) and Cllr Ben Callard (Cabinet Member for Resources)	**Strategic objective & Scrutiny Committee**	All All	**Risk category and appetite level**	Service Delivery Cautious	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

Councils across the UK are continuing to face significant financial challenges. It is widely acknowledged that local government funding has not kept pace with increased service demand and inflationary pressures. The Council has seen continuing financial headwinds which are severely impacting the service operating environment. The Inflationary drivers impacting pay, supplies and services continue to far outstrip available resources: demand led pressures continue

to increase in the areas of Homelessness, Social Care, Children's additional learning needs, and Transport; interest rates remain significantly higher than seen in previous years; the Council continues to deal with a shortage of staff resources due to ongoing labour market challenges which require the use of more costly temporary solutions; supply chain issues continue which require more costly alternative or expedited arrangements. This will be further exacerbated over the medium term by a weak growth forecast in the UK economy impacting on public sector spending, the destabilising effects on the UK economy of trade tariff imposed by the USA, and by heightened interest rates that will impact housing costs. All the aforementioned results in a growing need for supportive Council services, a reduced demand for income generating services, increased risks around debt recovery, and a continued high-cost operating environment.

Current modelling predicts a continuously increasing budget deficit, despite a higher than expected increase in Welsh Government funding, with a projected cumulative shortfall of £37.4m by 2029/30. The Council has a legal duty to set a balanced budget and therefore any budget shortfalls will need to be met through a combination of pressures being mitigated, additional savings and income or reserve contributions. This will be particularly challenging set against the backdrop of an ambitious Corporate and Community Plan being implemented.

A continuation of challenges seen during the pandemic has meant that an increasing number of our schools are experiencing budget deficits. The overall level of school reserves are currently forecast to move further into deficit by £2,970,000 by the end of the 2025/26 financial year, to a collective deficit balance of £7,061,000.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Almost certain	Major	High	16	2025/26	Likely	Major	High	12	High (12)
2026/27	Almost certain	Major	High	16	2026/27	Likely	Major	High	12	
2027/28	Almost certain	Major	High	16	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Ensure that services deliver within budget, deliver savings targets and continue to identify, review and challenge pressures	Deputy CEX/Chief Officer, Resources Ongoing	A 25/26 revenue budget update presented to Cabinet in November notes an overall revenue budget surplus forecast of £29k, a significant improvement of £1.323m since the previous update. The improvement is primarily driven by changes in Social Care where the ability to maximise the impact of grant funding to meet core expenditure has benefited the forecast. This update also forecasts a 90.4% delivery rate of the £10.7m budgeted service savings required for the year, a deterioration since the previous update. Despite the improved position in the overall budget, pressures remain within services, including Adults and Children social care and Housing and homelessness. Work will continue to deliver on the structured approach to tackling the underlying cost pressures, with particular importance assigned to tackling costs which have the ability to be recurrent for 2026/27 and beyond.
Develop a set of budget proposals for 2026/27	Deputy CEX/Chief Officer, Resources March 2026	A Medium Term Financial Plan update was presented to Cabinet in November. This provides an update on the budget setting process for 26/27. Final pressure and savings mandates will be developed in coming months ahead of the development of the draft revenue and capital budgets in January 2026. Proposals will be finalised in March 2026 following public consultation and scrutiny.
Strengthen medium to long term strategic financial planning as part of the Medium-term financial plan, that is based on realistic evidence and planned scenarios, to guide our budget setting in line with agreed strategic objectives and responsiveness to challenges, such as the cost-of-living	Deputy CEX/Chief Officer, Resources Ongoing	The Medium-Term Financial Strategy (MTFS) was approved by Council in July 2024. This strategy provides the strategic framework for the Medium-Term Financial Plan (MTFP), and a set of key principles to guide medium term financial planning. These two together form the link between the council's long-term policy objectives and its financial capacity. As part of the development of the strategy, a delivery plan has been established, which sets out clear timescales for completion; this is monitored regularly by Cabinet and Performance and Overview Scrutiny Committee as part of six-monthly MTFP updates. The authority's budget modelling assumptions are reviewed and updated regularly. The latest Medium Term Financial Plan (MTFP), presented to Cabinet in November 2025, estimates a budget gap of £11.5 million for 2026/27, increasing to a cumulative total of £37.4 million by 2029/30. These figures represent a positive change from the previously reported £13.6 million and £38.0 million, respectively. This update reflects updated assumptions around pay inflation, non-pay inflation, superannuation rates, and service pressures.
Continue to work closely with schools to ensure their financial plans are as robust as possible to minimise any impact, whilst continuing to improve standards for our young people	Finance Manager – Children & Young People Ongoing	The overall level of school reserves are currently forecast to move further into deficit by £2,970,000 by the end of the 2025/26 financial year, to a collective deficit balance of £7,061,000. This is a deterioration of £135,000 since the first update, and £255,000 above the budgets schools have collectively set for the year. The legacy impact of the pandemic continues within the school environment, particularly in respect of attendance, behaviours and increased additional learning needs. This has required increased staff and specialist resources to tackle the issues presenting and increased overall costs of provision. Higher than budgeted pay awards for both teaching and non-teaching staff have also impacted upon budgets in recent years.

		All schools that forecast a deficit balance at the financial year-end are required to bring forward budget recovery plans. Close monitoring and support continues to be given to these schools, as well as those at risk of entering a deficit position over the medium term, to ensure that the proposed actions to address medium term budget challenges are instigated.

Ref & Status	**3**	**Risk**	Potential Risk that: Some infrastructure and assets may become inoperative in the medium term due to insufficient capital funding available to sustain the level of maintenance needed.				
Risk Owner and cabinet Member responsible	Peter Davies (Deputy Chief Executive) and Cllr Ben Callard (Cabinet Member for Resources)	**Strategic objective & Scrutiny Committee**	All Performance and Overview Scrutiny Committee	**Risk category and appetite level**	Service Delivery Cautious	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

As with revenue budgets, Capital budgets have also faced significant pressures in recent years. Given ongoing financial constraints and rising construction costs, the Council faces significant challenges in delivering its capital investment programme. Demand for capital resources exceeds what is available, requiring careful prioritisation of projects, the pursuit of external funding, and collaboration with partners. Inflation is increasing the price of materials and contracts, while external grants have not kept pace, making affordability a key concern. The need for ongoing investment is heightened by an ageing asset base, and annual allocations are focused on tackling the most urgent maintenance and refurbishment needs, though these efforts are insufficient to fully resolve the backlog.

Though significant projects have reached completion or progressed to contract, including the development of the school estate, there remains significant pressures that sit outside of any potential to fund them within the Capital MTFP and carry significant risk. In addition to this, there are various schemes/proposals that could also have a capital consequence, but in advance of quantifying those or having Member consideration of these items, they are also excluded from current capital MTFP. In the event of emergency pressures, resources will have to be diverted.

The timing of capital receipts always remains uncertain due to market conditions. Future investment in capital schemes is in part dependent on future success of achieving capital receipts and there are risks attached to some receipts materialising. There is a risk associated with relying on the use of capital receipts in the same year that they come into the council and the potential for this to have significant revenue pressures should receipts be delayed and temporary borrowing be required. Significant further capital receipts are now not forecast and until such time as the outcome of the Replacement Local Development Plan is known and for which the Council has put forward a number of strategic sites in its ownership.

These significant pressures on capital budgets sit alongside changes to regional transport funding processes which may result in further decreases to available funding. This would further limit our ability to implement improvements to our key infrastructure and highways network.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Almost certain	Major	High	16	2025/26	Likely	Major	High	12	High (12)
2026/27	Almost certain	Major	High	16	2026/27	Likely	Major	High	12	
2027/28	Almost certain	Major	High	16	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Regularly review assumptions as part of the capital MTFP taking account of any new information that is relevant and the consequential impact on the revenue MTFP	Deputy CEX/Chief Officer, Resources Ongoing	The Capital MTFP was updated as part of the development of the Capital Strategy in March 2025. The capital MTFP and capital strategy seek to work towards a financially sustainable core capital programme, whilst balancing the need to deliver capital investment plans in line with policy commitment and need. The current capital MTFP does not cover all the capital budget pressures that have been identified. This shows that there is more demand for capital spending than the Council considers it can reasonably afford. This means that capital schemes will have to be ranked or the capital available has to be divided more widely than is ideal. The capital programme includes yearly investment for property maintenance, highways maintenance, relevant specific capital grants and the future schools programme. This will help to deal with the most urgent backlog issues, focussing on worst condition first and related risk. However, estate rationalisation programs, closure/disposal of assets, asset transfers and other capital projects to refurbish or replace operational properties will also be used to reduce the backlog funding needed. This will not solve the specific total backlog but is a way of targeting the main issues in a reasonable way.

		The value of Capital receipts forecast after 2025/26 drops off quite considerably which is reflective of the replacement local development plan (RDLP) not proceeding as quickly as envisaged in the original delivery agreement. This will have an impact on the balance of receipts available to fund future capital investment demands in the near term. The Council has strengthened its scrutiny and challenge of the Capital Programme through the establishment of Capital and Asset Management working groups. The respective working groups look to ensure that projects are prudent, affordable and will deliver tangible benefits to core policy objectives over the long term.
Review and refresh the council's Capital Strategy	Deputy CEX/Chief Officer, Resources March 2026	The Council's Capital Strategy provides a framework for investment decisions, ensuring alignment with corporate objectives and promoting transparent planning. All projects are being reviewed for timing and strategic relevance, with non-urgent schemes potentially deferred to prioritise critical works or generate capital receipts. The Capital Programme for 2026-2030 will be reassessed during the budget process to ensure affordability and sustainability, with a refreshed Capital Strategy to be presented alongside the final budget in March 2026.
Continue to monitor the Capital budget	Deputy CEX/Chief Officer, Resources Ongoing	Capital expenditure of £59.79 million is forecast for the year, with no significant variances anticipated at the current time. A marginal under spend of £19k is currently reported. The £1.3m capital contingency budget remains unallocated. Capital schemes by nature are usually multi-year, and some slippage is to be expected as expenditure profiles change based on flex in project circumstances. A total of 16 capital schemes are indicating that slippage will be required into 2025/26 totalling £8.14 million, representing 12% of the total budget for the year. Recent experience suggests that the final amount of schemes requiring slippage will increase as the year progresses as scheme progress becomes clearer. The full balance of capital receipts is committed to future capital investment meaning there is little scope to support additional capital investment. This also means that the level of capitalisation direction support to the revenue budget is profiled to taper down to zero over the medium term.
Further refinement of priority assessments in the property and infrastructure budgets to ensure all pressures have been considered and ranked.	Head of Landlord Services Ongoing	A regular programme of property condition surveys is underway, supported by routine compliance checks for all assets. This information as well as technical input from the council's Landlord Services team, will continue to be used to inform prioritisation of planned capital maintenance spend. Independent condition assessments of key highways infrastructure are completed as required depending on condition. These inform prioritisation of available capital budget. A review of the pressures and associated risks is being undertaken to inform the capital budget process. A previous review in 20/21 had concluded that further feasibility studies and technical assessments needed to be undertaken on specific infrastructure assets, funded from existing highways infrastructure capital budgets. The results of these studies and assessments will inform the capital MTFP and pressures that will need to be accommodated and funded therein in future financial years. The Capital Working Groups and Asset Management Working Groups will contribute to decisions on the capital spend and MTFP.
Deliver the Asset Management Plan to manage the Council's land and property portfolio	Head of Landlord Services Ongoing	The Asset Management Strategy has been adopted, introducing clearer alignment to the Community & Corporate Plan and establishing key principles which will inform strategic decision making for the council's land and property portfolio. The Asset Management Strategy is delivered via the associated Asset Management Plan, which is subject to regular monitoring and progress reporting. An annual review of the Asset Management Plan delivery is presented to Performance and Overview Scrutiny Committee as part of wider review of the enabling strategies.
Help sustain Council Services and enhance the asset base by investing in commercial property assets in order to increase the net rental income stream for the Council in line with the Asset Management Strategy	Head of Landlord Services Ongoing	The Asset Management Strategy commits to maximising and commercialising assets wherever possible, including achieving income generation or revenue enhancement where opportunities are identified to do so. The core principle is achieved with acknowledgement of the council's policy objectives and ambition to achieve both financial and social returns. The performance of the council's commercial and investment portfolios are reported to Performance & Overview committee on six monthly cycles. The updates provided include an acknowledgement of the performance of the assets, their capital value and risk, market information and transaction updates. Officers provided recommendations and updates in accordance with the revised financial performance terms, as outlined in the Asset Management Strategy.

Ref & Status	**4**	**Risk**	Potential Risk that: Difficulty recruiting for some posts that require specific skills or qualifications and continued wage inflation will impact the organisation's retention and workforce planning which may affect the delivery of Council services				
Risk Owner and cabinet Member responsible	Matthew Gatehouse (Chief Officer People, Performance	**Strategic objective & Scrutiny Committee**	All	**Risk category and appetite level**	Service delivery, Governance	**Terminate/treat/ transfer/tolerate**	Treat

	& Partnerships) and Cllr Ben Callard (Cabinet Member for Resources)		Performance and Overview Scrutiny Committee		Minimalist		

Reason why Identified

There is a global skills shortage, and the impact is being felt in several sectors that Monmouthshire County Council is either a part of or competes with for talent. Some services have identified challenges with recruitment; Social Care, Operations and Facilities are all facing difficulties, which is affecting service provision.

There is a continuing risk that staff well-being could be in impacted by a range of factors from work related pressures, such as: staff in some areas facing considerably increased workloads to meet increasing demand and personal home-based factors such as financial strains due to the increased cost of living.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Possible	Major	Medium	8	Medium (6)
2026/27	Likely	Major	High	12	2026/27	Possible	Major	Medium	8	
2027/28	Likely	Major	High	12	2027/28	Possible	Major	Medium	8	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Recruit and retain staff more effectively	Chief Officer People, Performance & Partnerships Ongoing	Recruitment issues are being reflected nationally within some sectors, and the council is not exempt from this. Positions within Social Care, Operations and Facilities, for example, have seen reductions in applicants, and this is impacting on service provision. Solutions for the national recruitment issues do not sit solely with local authorities. The People Strategy was approved by Cabinet in June 2024 and contains a specific objective, and actions, aimed at improving recruitment and retention. An e-recruitment system has been implemented to support the development of recruitment as a genuine talent acquisition process. This will benefit recruiting managers who want speed, simplicity and agility. The HR team are also utilising different social media channels to reach applicants. A new work experience and apprentices' policy has been developed and will seek to increase the number of apprentice positions, creating a new pipeline of talent. People Leaders Workshops are supporting the sharing of information with service areas and promote networking and sharing ideas. HR staff sit on various local government groups and are collaborating with partner organisations to identify commonalities and information sharing. This is being fed into Welsh Government to inform their decision-making and to influence their response to the issue.
Develop the support mechanisms to support staff wellbeing	Head of Organisation Workforce Development Ongoing	Staff well-being is affected by a range of factors, including additional work pressure and demand, personal factors and societal factors. Supporting the health and well-being of our colleagues is a key objective of the People Strategy. The use of networks and communication digitally, surveys and feedback loops to senior managers, has extended the reach of contact with the workforce. This has also created the conditions for a wider system of self-supportive networks sharing practice, ideas and support. An audit has been undertaken of the council's wellbeing offer and location of access allowing for consolidation and ease of access for all colleagues. Opportunities for further support are being explored. Options for providing support and guidance to colleagues in relation to financial wellbeing are also being assessed. The Digital 'Cwtch' continues, although less frequently. The people services team has developed a People Leaders Support Site which enables 'live' discussion/news feed, enabling direct support and a shared learning platform for managers and head-teachers. Colleague Conferences have also recently been held to bring staff together and allow colleagues to engage in meaningful discussions that will help us find innovative solutions to improve our operations and better serve our communities.
Embed workforce planning to ensure the right skills, expertise and knowledge are available for future changes	Chief Officer People, Performance & Partnerships Ongoing	The new People Strategy has created a clear commitment to embed workforce planning across the organisation. This is aimed at addressing shortages and ensure career pathways are in place. New arrangements within the HR team will ensure that HR business partners can continue to play an active role in strategic discussions at Directorate Management Teams to ensure effective workforce planning.

		The development and retention of existing staff is an essential component of workforce planning. Action to retain colleagues includes promoting career development opportunities to ensure that talent stays in local government. A new work experience and apprentice policy has been developed to create a new pipeline of people being recruited and trained to supply the workforce of the future. A learning management system (Thinqi) has now been rolled out to all staff; this provides a centralised training and development area for officers, and includes a host of learning resources for staff as well as the opportunity to book face to face and digital/online training.
Adopt a qualitative approach to ensuring professional development, wellbeing and information flow is taking place for those that want or need it	Head of Organisation Workforce Development Ongoing	The colleague appraisal scheme has been redesigned to allow all colleagues to engage in performance discussions with their line manager. This process facilitates both a training needs and skills analysis. A Leader/Manager Developmental Pathway is being created. This pathway will comprise of a number of modules including meaningful staff/line manager engagement and communication. Colleagues need to be given the 'right' to seek meaningful 1-1s on a regular basis, and there needs to be a focus on improving the skills of line managers to enable a variety of different approaches to the process so that performance development is realistically achieved. The Colleague Survey provides feedback loops to ensure colleagues requirements are being met.

Ref & Status	**5**	**Risk**	Potential Risk that: Loss or corruption of data due to cyber-attack or data mismanagement, which will compromise the delivery of essential council services				
Risk Owner and cabinet Member responsible	Sian Hayward (Head of Information, Technology & Security) and Cllr Ben Callard (Cabinet Member for Resources)	**Strategic objective & Scrutiny Committee**	All Governance and Audit Committee	**Risk category and appetite level**	Information Governance, Service delivery Averse	**Terminate/treat/ transfer/tolerate**	Tolerate

Reason why Identified

There have been a number of high-profile cases across both public and private organisations where cyber-attacks and data breaches have compromised service delivery and financial loss. These attacks occur due to insecure infrastructure or staff who are not cyber literate and may inadvertently introduce attacks through their personal actions. Cyber security can also be compromised through a lack of structured governance arrangements, risk assessments and planning.

Digital working has increased in recent years bringing an increase in the potential for loss of data through cyber incidents.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Possible	Major	Medium	8	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Possible	Major	Medium	8	
2027/28	Likely	Major	High	12	2027/28	Possible	Major	Medium	8	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Ensure robust arrangements are in place to safeguard the organisation's data and systems from cyber-attack	Cyber security service Ongoing	The Council recognises that total elimination of cyber-attack is not possible, but will ensure robust arrangements are in place to safeguard data and systems from cyber-attack via: Physical barriers to the network, staff awareness, training and culture and structured governance, risk analysis and business continuity planning. Significant investments in ICT infrastructure and software have been undertaken, which will mitigate against the likelihood of a cyber-attack. An operational risk register, which is exempt from publication under the Data Protection Act, is maintained by the Information Security Team, the SRS Security Team and MCC. A cyber security report was taken to Governance and Audit Committee in February 2024 to provide assurance to the committee that the arrangements in place are robust.

Risks to service delivery

Ref & Status	**6**	**Risk**	Potential Risk that: Significant harm to a child or adult may occur due to a specific failure of safeguarding arrangements

Risk Owner and cabinet Member responsible	Jane Rodgers (Strategic Director Social Care and Health), Will Mclean (Strategic Director Learning, Skills and Economy) and Cllr Ian Chandler (Cabinet Member for Social Care, Safeguarding and Accessible Health Services)	**Strategic objective & Scrutiny Committee**	A Connected Place Where People Care People Scrutiny Committee	**Risk category and appetite level**	Safeguarding Averse	**Terminate/treat/ transfer/tolerate**	Tolerate

Reason why Identified

The Council and its partners must maintain a consistent focus on safeguarding vulnerable people in order to both prevent and reduce the likelihood of harm, and to respond effectively to reduce risks if harm occurs.

The social care system is facing increased pressures with more complex presentations and increased vulnerability within communities. This demand pressure, alongside ongoing resource and workforce challenges, impacts on the council's ability to protect children and adults who are at risk.

Care Inspectorate Wales (CIW) continue to inspect and conduct assurance checks of our services. Recommended areas of improvement from reviews have been recognised by the council and inspection action plans developed.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Possible	Major	Medium	8	2025/26	Possible	Major	Medium	8	Medium (8)
2026/27	Possible	Major	Medium	8	2026/27	Possible	Major	Medium	8	
2027/28	Possible	Major	Medium	8	2027/28	Possible	Major	Medium	8	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Continually monitor and evaluate safeguarding processes and practice and ensure good accountability for safeguarding. Ensure that where actions are identified from self-evaluation processes that these are implemented.	Safeguarding & quality assurance service manager Ongoing, Annual Evaluation	Progress against the council's safeguarding priorities is evaluated annually and the priorities reflect the cornerstones for keeping people safe in Monmouthshire, as set out in the Corporate Safeguarding Policy. The most recent Annual Safeguarding Evaluation Report was presented to scrutiny committee in September 2025. The report evaluates the progress of the Council's key safeguarding priorities during 2024/25, highlighting progress, identifying risks and setting out actions and priorities for 2025/26. The report evaluates the cornerstones of safeguarding in Monmouthshire - 3 areas of safeguarding arrangements are assessed as Level 5 Very Good– and 2 areas as Level 4 – Good. This evaluation report forms an integral part of the improvement of safeguarding practice across the Council and drives the work of the Whole Authority Safeguarding Group.
Drive the strategic agenda and the associated programme of activities for safeguarding through the Whole Authority Safeguarding Group (WASG).	Chief Officer, Social Care, Health & Safeguarding Ongoing, Annual Evaluation	The Whole Authority Safeguarding Group [WASG] has continued to meet bi-monthly on a digital platform. The group ensures that corporate Safeguarding has oversight at a senior level, with membership from each directorate lead. These meetings identify safeguarding concerns and themes; share knowledge around safeguarding issues and, where required, promote a strategic and coordinated approach. A Core Data set has been agreed by WASG. Moving forward, this should provide increased opportunity to inform WASG members of safeguarding performance at a whole authority level. Despite resource pressures across directorates and capacity issues within the Safeguarding Unit, safeguarding has remained a priority for the Council with key strengths within directorates and across council relationships. The SAFE (Safeguarding Assessment Framework for Evaluation) process has continued to roll out across directorates and reviews have taken place in a timely manner. The Safeguarding Unit continues to be available to offer support and advice as well as being the conduit for new and developing safeguarding policy and guidance from the Regional Safeguarding Board. Issues raised within the previous SAFE assessment led to the strengthening of support in the safe recruitment process.

As a statutory partner of the regional safeguarding boards, continue to work with other statutory partners to ensure that there are effective multi-agency safeguarding arrangements, that they are working well, share learning and implement any recommendations.	Chief Officer, Social Care, Health & Safeguarding Ongoing, Annual evaluation	There continues to be full representation at all levels of the work of the regional safeguarding board. There is strong engagement in regional approaches to addressing the risks of sexual and criminal exploitation of children; Modern Day Slavery; Violence Against Women Domestic Abuse; Sexual Violence (VAWDASV); and Contest (PREVENT anti radicalisation). The priorities set in the regional board's annual plan are reflected in the priority work of the Council's Safeguarding Unit. The Whole Authority Safeguarding Group continues to receive, review, and implement developments in safeguarding flowing from regional and national policy. The Council's safeguarding unit supports quarterly safeguarding learning networks to share learning and developments in safeguarding across agencies. The Council is represented in numerous operational multi-agencies safeguarding forums, including The Monmouthshire Exploitation Group (MEG).

Ref & Status	**7**	**Risk**	Potential Risk that: Risk of harm if we are unable to meet the care and support needs of some vulnerable children due to an increase in demand and complexity of cases				
Risk Owner and cabinet Member responsible	Jane Rodgers (Strategic Director Social Care and Health) and Cllr Ian Chandler (Cabinet Member for Social Care, Safeguarding and Accessible Health Services)	**Strategic objective & Scrutiny Committee**	A Connected Place Where People Care People Scrutiny Committee	**Risk category and appetite level**	Safeguarding Averse	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

The number of contacts into the 'front-door' of children's services has increased in recent years and remains high. The council is supporting 196 children who are looked after (October 2025). The number has stabilised in recent years, although it remains higher than the average number of children who are looked after across Wales. The number of unaccompanied asylum-seeking children (UASC) being looked after by the local authority is currently 15.

The 2025/26 budget for Children's Services is forecast to overspend by £83k at November 2025. This is mainly as a result of increased Counsel costs and reductions in grant funding. The workforce position within children's services also remains challenging, with reliance on agency workers and short-term grant funded posts, which can affect continuity of social work relationships for children.

There is an insufficiency of placements for children who are looked after at a local, regional and national level, particularly those with complex needs or disabilities. Because of this, there is a risk that we may need to place children in unregistered provision in emergency situations. There is considerable instability within the placement provider market, against the backdrop of the Welsh Government's policy commitment to eliminate profit from the care of looked after children. This creates an on-going risk for the council that is difficult to fully mitigate at present.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Likely	Major	High	12	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Likely	Major	High	12	
2027/28	Likely	Major	High	12	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Continue to strengthen the preventative offer to support children living safely at home, with their families and communities, and continue to review and monitor the Children Looked after population in line with Welsh Government expectations around reduction	Head of Children's services Ongoing	The council is supporting 196 children who are looked after (October 2025). The number has stabilised in recent years, although it remains higher than the average number of children who are looked after across Wales. In recent years, the number of contacts into the 'front-door' of children's services has increased and remains high. The focus is on keeping children safe, which can mean there has been less time for strength-based engagement with parents and children. An analysis of referral activity is helping to consider the best way of intervening. There is a coherent approach to early help and prevention to support families. This allows families to receive support at the right level of intensity to enable parents to provide their children with the safety, nurture and care they need. Services are in place to support the rehabilitation of children following periods of being looked after e.g. Families Re-connect; to provide medium-term holistic support to families making sustainable change e.g. Achieving Change Together Team; and to provide a therapeutic response to parents and carers in supporting children with trauma presentations e.g. MyST.

		Family support has been further strengthened to provide intensive community supervision and support to children. The focus remains on practice development and working with families to support strengths, manage risks and achieve good outcomes, reducing the need for children to be looked. An additional focus is to increase resilience within Child Protection services to work with increased levels of risk and vulnerability within the community.
Develop and expand the Children's Services Commissioning Strategy in response to the intention to eliminate profit from children's social care	Head of Children's services Ongoing	A commissioning and placement strategy has been developed, with a specific emphasis on the development of in-county residential and support living accommodation. This is aligned with Welsh Government's ambition to eliminate profit from children's care. Two projects have been completed providing aged 16+ supported accommodation for five placements and a four-bed residential children's home. Two further projects are being developed, one children's residential home and a further aged 16+ supported accommodation. This is improving the availability of placements and helping to ensure children and young people can remain close to their communities. Children's services continue to search for appropriate properties for one further children's residential home, particularly in the North of the county, however this has proven challenging due to factors such as cost, registration requirements and community facilities. The service area continues to review the demand of placements against the work undertaken by the service in line with their Reduction of Children Looked After Strategy and Placement Commissioning Strategy. Children Services continue to plan for each child and a "horizon" list is kept to identify children who may need, at some point, to be accommodated. Predicting demand, however, remains a challenging and dynamic process, complicated by uncertainty within the care market nationwide.
Continue to implement the fostering strategy on the recruitment, retention and skills development of in house fostering.	Head of Children's Services Ongoing	The recruitment and retention of foster carers remains an area of significant challenge. There is an insufficiency of in-house carers in Monmouthshire, particularly carers who are able to provide more specialist care or look after sibling groups. Over recent years progress in increasing the number of in-house foster carers has stalled despite considerable effort and attention. This creates an over-reliance on private and independent providers, where the right placement for a child cannot be assured. In March 2025 a decision was passed to improve the offer to Monmouthshire foster carers, including increasing the allowance paid, to ensure foster carers are supported.

Ref & Status	**8**	**Risk**	Potential Risk that: Risk of harm if we are unable to meet the care and support needs of some vulnerable adults due to high demand and complexity of cases

Risk Owner and cabinet Member responsible	Jane Rodgers (Strategic Director Social Care and Health) and Cllr Ian Chandler (Cabinet Member for Social Care, Safeguarding and Accessible Health Services)	**Strategic objective & Scrutiny Committee**	A Connected Place Where People Care People Scrutiny Committee	**Risk category and appetite level**	Safeguarding Averse	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

The longer-term impact of the pandemic, together with the aging demographic has increased the complexity of referrals into Adult Services. As a result, services are under considerable pressure, particularly given the added challenges of the Council's financial situation and the pressures within partner agencies, particularly health. There are waiting lists in place for social care assessments and some people are having to wait for services they need, including for reablement, care at home and mental capacity act assessments. There has also been an increase in the number of residential care placements due to the complexity of people's needs.

The availability of workforce in some key posts remains a risk - specifically mental health practitioners, direct carers and therapies. There is insufficient capacity within the current core workforce structure to meet the demand pressures, particularly at times of peak demand associated with hospital discharge (for example). The medium term financial context for both health and social care places restrictions on the ways in which services can respond to need.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Likely	Major	High	12	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Likely	Major	High	12	
2027/28	Likely	Major	High	12	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Work with Welsh Government to recruit and retain care staff	Chief Officer, Social Care & Health	Ensuring that there is a sufficient workforce has been a risk for some time, particularly in key posts around direct care, mental health, team leader posts and occupational therapy. The perceptions of working in social care tend to be negative; recruitment is focussed on

	Ongoing	counteracting these negative perceptions and demonstrate the opportunities, career progression, work life balance and job satisfaction that people experience who work within the sector. Generally, the workforce in Adults social care remains stable, however attraction and recruitment of people into the social care sector, particularly in some roles, continues to be a challenge. Workforce planning remains a priority within the service to ensure that scarce resources are utilised in the best way possible.
Work to address the difficulties in the health and social care system through the Regional Partnership Board and its sub-groups.	Chief Officer, Social Care & Health and Head of Adult Services Ongoing	There are on- going regional and local partnership meetings to identify and address difficulties across health and social care. These include Gwent Adult Service Partnership, and at a local level the Integrated Services Partnership Board. At a local and regional level, grant money received via the Regional Partnership Board is used to best effect to meet population needs and respond to demand pressure in particular within hospital discharge; supporting people with frailty to remain well at home, and ensuring the development of effective early help and preventative services via the Integrated Wellbeing Network. Establishing targeted early help and ensuring there are good pathways between social care and community based wellbeing support is central to trying to mitigate demand pressures over time.
Increase focus on preventative services such as reablement and in-house care	Chief Officer, Social Care & Health Ongoing	There is increased capacity to provide reablement services to those who would benefit from it. While this is good progress the aim is to improve this further. In line with the aims of the commissioning strategy the focus is on further increasing the availability of in-house home care to support reablement as opposed to providing long term care, and to increase the number of people accessing the opportunities that reablement provides. Over time this should help to mitigate demand pressures. A whole authority preventative strategy, the 'Living-Well Strategy', has been approved by Cabinet. This strategy aims to implement preventative action to support residents, particularly vulnerable or older residents who are likely to need to enter the social care system, to live a healthy life, enabling them to remain at home and in their communities.
Monitor requests for services to ensure demand is being met and delays are minimised	Chief Officer, Social Care & Health Ongoing	On-going pressure across the social care and health system, together with workforce shortages in some areas, has meant that there are continued challenges in being able to respond to people's care and support needs as timely as we would want. All referrals are triaged at point of referral to ensure that those in most need are prioritised for assessment and intervention. Case reviews are being undertaken, applying the principles of the Social Services and Well-being Act to ensure a strengths-based approach looking at individual, family and community based support where appropriate. Access to care and support is not always timely; however, overall there is increased capacity across home care which has assisted in supporting 96% of demand in the last year. Action is being undertaken to ensure that home care runs, both in-house and provider services, are coordinated as efficiently as possible. The commissioning strategy is being implemented to strengthen locality based provision of home care and increase capacity into rural areas.
Implement a 'place-based' approach to create sustainability in care at home services	Chief Officer, Social Care & Health – As per commissioning strategy	The Council remains committed to developing a more sustainable care at home sector for the future. A comprehensive strategy for commissioning homecare through increased block purchasing has been developed. The first procurement exercise under the new strategy has commenced in the south of the county. The micro-care project within Monmouthshire continues to support the self-employed carers to develop their businesses. This is increasing care and support capacity across the county and allowing people increased choice and control over how they receive support.
Ensure the long-term sustainability of social care providers	Chief Officer, Social Care & Health & Head of Public Protection Ongoing	It is vital that social care providers are able to provide care and support and as such the council has a role in ensuring their financial sustainability through fair fee negotiations and supporting with recruitment and training. The Council has built positive relationships with local providers and intervenes and provide support where difficulties emerge. There is effective contract monitoring in place, based on partnership approaches. The position in Monmouthshire, whilst challenging, has seen very few providers withdraw their services and most have managed to weather the difficulties around recruitment and retention with the social care sector. Positively home care services have increased and there has been a reduction in the number of people waiting and the average length of wait time.

Ref & Status	**9a**	**Risk**	Potential Risk that: Failure to return attendance figures to those seen before the pandemic, particularly among vulnerable pupils and those eligible for free school meals, could lead to a worsening in educational attainment				
Risk Owner and cabinet Member responsible	Will Mclean (Strategic Director Learning, Skills and Economy) and Cllr Laura	**Strategic objective & Scrutiny Committee**	All	**Risk category and appetite level**	Strategic Minimalist	**Terminate/treat/ transfer/tolerate**	Treat

	Wright (Cabinet member for Education)		People Scrutiny Committee, Performance and Overview Scrutiny Committee				

Reason why Identified

The pandemic caused widespread disruption to learning, with a significant effect on both teachers and learners. Longer-term effects of the pandemic on pupil well-being and attendance have emerged. There is a risk that our schooling system struggles to adjust to the new patterns of need amongst our children and young people in the post-pandemic period. Meeting the needs of vulnerable learners remains a priority and the gap in attainment between those not eligible and those eligible for Free School Meals (eFSM) remains a concern. There is variation in eFSM learner progress and outcomes across schools. Leadership, management, capacity and performance has been identified as in need of improvement in some schools.

Attendance levels have been particularly affected. Though attendance at a primary level has returned to pre-pandemic levels, attendance in our secondary schools remains below levels seen before the pandemic and an area for concern. Attendance of those eligible for free schools meals remains below pre-pandemic levels and below those of their peers not eligible for free school meals. The low attendance of those eFSM has been identified by Estyn as an area for concern in one of our secondary schools. We need to increase attendance for those eFSM to ensure no pupil is left behind.

Ensuring pupils return to school, and understanding the barriers to prevent them doing so, will be key to ensuring our learners are achieving their potential.

Risk Level (Pre-mitigation)					Risk Level (Post-mitigation)					Target risk score
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Possible	Major	Medium	8	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Possible	Major	Medium	8	
2027/28	Likely	Major	High	12	2027/28	Possible	Major	Medium	8	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Implement the new Attendance and Engagement Policy and processes	Head of Attainment Ongoing	The Local Authority Attendance and Engagement Policy has been updated to encompass all aspects of the Engaging, Belonging and Participating guidance issued by Welsh Government in October 2023. This has now been rolled out to all schools. Alongside the policy, the team have created a handbook for schools to summarise the roles and responsibilities in the new policy, the graduated response for attendance, model policy and the local code for fixed penalty notices and prosecutions. The Education Welfare Service have also prepared training for governors as they implement the new policy.
Work with schools to ensure that pupils attend school regularly and are able to access excellent teaching and learning	Head of Attainment Ongoing	The Education Welfare Service (EWS) team continue to work collaboratively with schools and external supporting services to provide a holistic approach to overcome barriers to school attendance. The continuation of regular support offering advice and challenge has supported schools in the completion of a self-evaluation of attendance to provide focus.
Work with schools and partners to better understand drivers of low attendance	Head of Inclusion Ongoing	Awareness of drivers of low school attendance has been developed through engagement in programmes such as Community Focused Schools (which focuses on the way in which families work with schools), Trauma Informed Schools and emotionally based school avoidance (EBSA) approaches. This means that the team consistently reinforce the expectations and approaches used in other teams within the directorate. The Education Welfare service are also working closely with the Inspire Outreach Team who offer support to secondary pupils with attendance below 50% through a reintegration and qualification approach for pupils who may be dis-engaged or have reasons for non-attendance such as Emotionally Based School Avoidance (EBSA). Family Liaison Officers also work with schools and families to build relationships, overcome barriers to attendance and support pupils back into school. This means pupils and families are receiving support earlier, and Education Welfare Officers have more time to deal with increasing numbers of complex cases and support schools to review systems and processes to secure high levels of attendance for all pupils.
Support pupils' wellbeing and address barriers to learning	Head of Inclusion Ongoing	The whole school approach to emotional and mental well-being has been implemented which helps schools to understand how they are best placed to promote well-being. This has been introduced in a phased approach and increased the number of schools engaged in the approach from 43% to 74%. This is increasing the support available for the well-being needs of pupils and has a significant effect on children's attendance and achievement in school. All schools and settings are engaged with Emotional Literacy Support Assistants (ELSAs), and there are currently 67 practicing ELSAs who access regular supervision, operating across all but one school in the county, making a positive impact on the emotional literacy of pupils. Schools are also engaged in professional learning related to Emotionally Based School Avoidance (EBSA); Trauma Informed Approaches; and Autism; currently 94% of schools are engaged.

Ref & Status	**9b**	**Risk**	Potential Risk that:

			An increase in behaviours that challenge in schools which may lead to harm to a pupil or member of staff				
Risk Owner and cabinet Member responsible	Will Mclean (Strategic Director Learning, Skills and Economy) and Cllr Laura Wright (Cabinet member for Education)	**Strategic objective & Scrutiny Committee**	All People Scrutiny Committee, Performance and Overview Scrutiny Committee	**Risk category and appetite level**	Safeguarding, Health and Safety Averse	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

Monmouthshire is currently experiencing high levels of exclusions, particularly Fixed Term Exclusions (FTE), and this presents a risk to the positive engagement and outcomes for children / young people and increasing pressure on local authority services and provisions. Local authorities across Wales and England have experienced similar trends post covid. The reasons for this are complex and not easily resolved. Due to improvements in the operation of the Inclusion Panel, the number of upheld Permanent Exclusions (PEx) at the end of the 24/25 academic year was 0. However, the number of FTE is continuing to increase. Of concern is that the data shows clear rises in the issue of FTE for reasons linked to violent or aggressive behaviour, this can be verbal or physical against another student or an adult.

Despite investments in improving the capacity of the Pupil Referral Service (PRS), this service has continued to face pressure, particularly from high levels of fixed term exclusions.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Likely	Major	High	12	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Likely	Major	High	12	
2027/28	Likely	Major	High	12	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Support learners most at risk of repeat Fixed Term Exclusions or of Permanent exclusions through the Education Support Team (EST)	Head of Inclusion Ongoing	The Education Support Team was created in March 2023 and has enabled those learners most at risk of repeat Fixed Term Exclusions (FTE) or of Permanent Exclusions (PEx) to receive support from specialist professionals. This team have experience in responding to behaviours of concern/ challenge, an enhanced understanding of social emotional and mental health needs and additional learning needs (ALN) in a way that is trauma informed and Adverse Childhood Experiences (ACE) aware. This supportive team has enabled learners to maintain their current placement by reducing the risk of PEx by stabilising behaviours and thus reducing risk, they have supported learners to integrate into other schools via managed moves to prevent PEx and supported in year transfers of learners with prior FTE.
Implement the outcomes of the Pupil Referral Service (PRS) review	Head of Inclusion Ongoing	The Pupil Referral Service has been reviewed. This has helped understand the current demand, while considering the future role and function of the PRS. The findings of this review will now be implemented including increasing the capacity of the PRS to provide preventative intervention for pupils at risk of PEx and enhanced support for learners to reintegrate into mainstream having had a period of support in the PRS.
Work with officers in community partnerships to secure Home Office grant funding to support the reduction of violence in schools	Vulnerable Learners Lead Ongoing	The Vulnerable Learner Lead worked with officers in community partnerships to secure Home Office grant funding to support the reduction of violence in schools and to reduce exclusions (both FTE and PEx) associated with this. This funding enabled several learners at risk of PEx to avoid this outcome, including learners in their final year of school, who were able to complete their exams in school. Further multi agency work has also been undertaken to consider how to reduce FTE and PEx linked to aggression and violence amongst both pupils and towards staff. Focused efforts are underway to improve representation at multi agency meetings in schools and with focused consideration of learners who have been excluded for these reasons in the intervening periods between each meeting.
Continue to roll out training for all staff in all school and settings (i.e. ACEs and Trauma Informed practice) to increase the understanding of the impact on learner behaviours, strategies and approaches to deescalate and ensure safety and wellbeing.	Head of Inclusion Ongoing	A key part of our approach to reducing exclusions is to improve an understanding of the drivers for children's behaviours. Trauma Informed approaches form part of a universal, whole-school, preventative approach supporting school communities to become trauma informed and mentally healthy places for all. Being Adverse Childhood Experiences (ACEs) aware and trauma-informed is recognised by the Welsh Government in guidance and reflects the evidence base that it is important to build relational practice to improve positive outcomes for all learners. Trauma Informed Schools (TIS) and relational practice approaches are being developed and embedded. A multi-agency TIS Steering Group, including colleagues from health and social care, has been established to achieve this, led by the Educational Psychology Service (EPS), and a tiered training programme has been developed.

Risks to policy priorities

Ref & Status	**10**	**Risk**	Potential Risk that: Welsh Government/PEDW does not find the Replacement Local Development Plan sound or Council do not adopt the RLDP which restricts our ability to take forward key policy objective such as job creation, affordable housing development and the adoption of key policies to protect the environment and tackle climate change

Risk Owner and cabinet Member responsible	Craig O'Connor (Chief Officer Place and community well-being) and Cllr Paul Griffiths (Cabinet member for Planning and Economic Development)	**Strategic objective & Scrutiny Committee**	A Thriving and Ambitious Place A Safe Place to Live Place Scrutiny Committee	**Risk category and appetite level**	Governance, Strategic Minimalist	**Terminate/treat/ transfer/tolerate**	Tolerate

Reason why Identified

The current Local Development Plan ran until 31st December 2021; it will remain the principal development plan for decision-making purposes until the adoption of the Replacement Local Development Plan (RLDP). This does not change the urgent need for the council to make timely progress on its RLDP and to adopt it as soon as realistically possible to address key issues and challenges, including rebalancing our demography and responding to the climate emergency, and to meet the future needs of the county.

The Council has faced a range of delays in proceeding the RLDP, including challenge from Welsh Government, which resulted in the need for a new Preferred Strategy, high phosphate levels in the rivers Usk and Wye which resulted in restrictions on developments, and delays in agreeing appropriate Gypsy, Roma and Traveller sites. The delay in implementation is restricting the council's ability to deliver key objectives including increasing affordable housing and employment opportunities.

There are a range of issues the RLDP will need to address, including: the limited number of affordable housing available in the county; a lack of suitable employment land; a need to grow renewable energy opportunities; and aligning infrastructure ambition and delivery.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Likely	Major	High	12	Medium (8)
2026/27	Likely	Major	High	12	2026/27	Likely	Major	High	12	
2027/28	Likely	Major	High	12	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Prepare a replacement Local Development Plan to address the county's issues/challenges, including in relation to the provision of housing (market and affordable) and employment opportunities, and to facilitate the identification and allocation of additional housing land and appropriate employment land, with associated infrastructure.	Chief Officer Place Spring 2026	The RLDP Deposit Plan was endorsed by Council in October 2025. The Deposit Plan sets the ambition for development within the county. This plan also addresses a number of key issues and align with the priorities of the organisation; it has allocated 50% affordable housing on each new development and is introducing enabling policies which will allow for further affordable housing developments to come forward. This includes facilitating more single person accommodation in the county which is currently extremely limited and is a factor contributing to homelessness. All homes developed under this plan will also be net zero carbon. The Deposit Plan will now be subject to public examination from Welsh Government and Planning and environment Decisions Wales (PEDW).
Work with partner organisations to identify and implement solutions to phosphate pollution in the Rivers Usk and Wye	Chief Officer Place Ongoing	In May 2024, Cabinet approved the Climate and Nature Emergency Strategy. This includes an action plan on how we will work in partnership to improve the health of our rivers and oceans. Progress will be monitored regularly by the Climate and Nature Emergency Steering Group. Over the last few years there has been significant work in this area and there is planned strategic phosphate mitigation work in the form of phosphate stripping being installed in Llanfoist (Abergavenny) and Monmouth to serve their settlements. This will enable appropriate development to be permitted within these settlement areas. There has also been a comprehensive review of the Environmental Permits of wastewater treatments across Monmouthshire and, where there is capacity, appropriate development proposals will be permitted.
Ensure RLDP growth ambition is met by essential infrastructure	Chief Officer Place	Close working is being undertaken on the infrastructure requirements and the delivery between the Local Planning Authority and colleagues in the Local Education Authority, Aneurin Bevan University Health Board, Highways Authority, Passenger Transport Unit, Active Travel Team, SUDs Approval Body and Green Infrastructure team. The Infrastructure Plan has been published alongside the Deposit Plan.

Ref & Status	11a	Risk	Potential Risk that: The council is unable to deliver its commitment to decarbonise its operations in sufficient time to achieve net zero by 2030 because our resources are not commensurate with the scale and complexity of the challenge

Risk Owner and cabinet Member responsible	Debra Hill-Howells (Chief Officer Infrastructure) & Cllr Catrin Maby (Cabinet member for Climate Change and the Environment)	Strategic objective & Scrutiny Committee	A Green Place to Live Place Scrutiny Committee	Risk category and appetite level	Strategic Minimalist	Terminate/treat/ transfer/tolerate	Tolerate

Reason why Identified

Tackling climate change and moving to a low carbon economy is one of the biggest challenges facing our society. Rising temperatures and more extreme weather events bring increased risks to our communities and are causing long-term and potentially irreversible damage to our planet's eco-systems, with significant local impacts such as flooding and loss of species. If we are to stand a chance of slowing the rise in the Earth's temperature, we need to act now. In 2019, councillors were unanimous in declaring a climate emergency. The council will strive to reduce its own emissions and work with communities and local businesses to help them reduce their emissions. This will require engagement, community involvement and commitments from third parties.

Despite a nation-wide climate emergency declaration and a common recognition of the importance of reducing carbon emissions, the resources provided to tackle this issue have consistently not met the scale of the challenge. A significant investment in public funding would be required if net zero 2030 is to be met.

Risk Level (Pre-mitigation)					Risk Level (Post-mitigation)					Target risk score
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Almost certain	Substantial	High	12	2025/26	Almost certain	Substantial	High	12	Medium (9)
2026/27	Almost certain	Substantial	High	12	2026/27	Almost certain	Substantial	High	12	
2027/28	Almost certain	Substantial	High	12	2027/28	Almost certain	Substantial	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Deliver the Monmouthshire County Council Climate and Nature Emergency Strategy	Strategic Leadership Team Timescales as per strategy	The Climate and Nature Emergency Strategy was approved by Cabinet in May 2024. This strategy is underpinned by four action plans to better reflect the breadth of work that is taking place: Internal decarbonisation, Biodiversity and Nature Recovery, Rivers and Oceans and Community climate change. Progress in implementing the strategy is regularly monitored by the Climate and Nature Emergency Steering Group. Support is being provide to communities to reduce their carbon emissions through circular economy projects such as Benthyg library of things and reuse shops. The Monmouthshire Local Nature Partnership (LNP) continues to share best practice and resources. This partnership developed the Monmouthshire Nature Recovery Action Plan (NRAP); the public consultation of this action plan was launched in September. The action plan provides practical and achievable actions to help reverse the decline in biodiversity and ecosystem resilience in the county. The council is a member of the Wye Nutrient Management Board Technical Advice Group which is identifying and analysing options for delivering improvements in water quality. The council also has continued involvement in the Wye Catchment Partnership to protect water quality, water quantity and biodiversity. An Usk Catchment Partnership Core Group has been established and has agreed its priorities for the draft Integrated Catchment Plan.
Develop a decarbonisation strategy for the council's estate	Chief Officer Infrastructure Ongoing	Work is underway as part of this strategy to better understand the scale of the challenge we face in striving to collectively become net zero. A costed decarbonisation plan and survey for our built estate has been completed. This will provide the council with a sound understanding of the funding needed to implement change. The findings of this survey will be used to inform a decarbonisation strategy for the council's estate.

Ref & Status	11b	Risk	Potential Risk that: The Council is unable to deliver services as a result of the increasing frequency of climate-related emergencies such as floods or extreme heatwaves that increase the demand for emergency responses and can cause damage to infrastructure and the closure of facilities

Risk Owner and cabinet Member responsible	Strategic Leadership Team & Cllr Catrin Maby (Cabinet member for Climate Change and the Environment)	**Strategic objective & Scrutiny Committee**	All Place Scrutiny Committee	**Risk category and appetite level**	Environmental. Service Delivery Minimalist	**Terminate/treat/ transfer/tolerate**	Treat

Reason why Identified

Tackling climate change and moving to a low carbon economy is one of the biggest challenges facing our society. Rising temperatures and more extreme weather events bring increased risks to our communities and are causing long-term and potentially irreversible damage to our planet's eco-systems, with significant local impacts such as flooding and loss of species. If we are to stand a chance of slowing the rise in the Earth's temperature, we need to act now. In 2019, councillors were unanimous in declaring a climate emergency. The council will strive to reduce its own emissions and work with communities and local businesses to help them reduce their emissions. This will require engagement, community involvement and commitments from third parties.

When considering climate change, it is important to consider both how Monmouthshire is contributing to climate change, but also how resilient the county is to the likely impacts of climate change. Extreme weather, such as flooding and record high temperatures, can impact significantly on infrastructure, homes and businesses, along with disruption to community life and public services, particularly critical public services people rely on such as care services.

Risk Level (Pre-mitigation)					**Risk Level (Post-mitigation)**					**Target risk score**
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Almost certain	Major	High	16	2025/26	Likely	Major	High	12	Medium (8)
2026/27	Almost certain	Major	High	16	2026/27	Likely	Major	High	12	
2027/28	Almost certain	Major	High	16	2027/28	Likely	Major	High	12	

Mitigating Actions

Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Prepare and adapt for the impact of climate change	Strategic Leadership Team Ongoing	In recent years, council services have considered what the potential risks to their services are, in order to start thinking about how to adapt to these risks. In 2021, some services updated these Climate Change Risk Assessments to allow service areas to better understand their necessary adaptation requirements. The Council is currently participating in the development of a Gwent Climate Change Risk Assessment being led by the Gwent Public Services Board (PSB). The council is also part of broader assessments of climate risk being carried out by the Cardiff Capital Region as part of their Carbon Disclosure Project commitments. The Replacement Local Development Plan has a key role to play in making sure our communities are sustainable and resilient to the impacts of climate change. Changes to national planning policy on flooding are still awaited, but officers intend to take a precautionary approach, avoiding all built development on greenfield sites at known flood risk. Welsh Government has produced The National Strategy for Flood and Coastal Erosion Risk Management in Wales, and in response, Monmouthshire is currently developing an updated Flood Risk Management Strategy. Much of the work to coordinate emergency responses is organised through the Gwent Local Resilience Forum (LRF). The council continues to work with partners on the LRF to make sure that we are prepared for severe weather events. Established emergency response arrangements are in place. These were utilised as part of the response to Storm Claudia, ensuring support for residents, particularly the most vulnerable. As part the reworking of the Climate Emergency Strategy, climate adaptation, which includes preparing and adapting for the impact of climate change, has been embedded across each of the 4 action plans. Some of the actions within this include developing the management of green infrastructure to improve climate resilience; increasing urban tree canopy, including new street trees and in car parks to provide a cooling effect; and continuing to promote and support council services with business continuity and emergency response strategies.

Ref & Status	**12**	**Risk**	Potential Risk that: Residents are unable to secure or retain suitable accommodation, leading to rising homelessness and outward migration as a result of failures in the housing market				
Risk Owner and cabinet Member responsible	Jane Rodgers (Strategic Director Social Care and Health), Matthew Gatehouse (Chief Officer People, Performance and Partnerships) & Cllr Sara	**Strategic objective & Scrutiny Committee**	A Safe Place to Live A Fair Place to Live People Scrutiny Committee	**Risk category and appetite level**	Service Delivery Minimalist	**Terminate/treat/ transfer/tolerate**	Treat

	Burch (Cabinet Member for Rural Affairs, Housing & Tourism) and Cllr Angela Sandles (Cabinet member for Equalities and Engagement)						

Reason why Identified

The Council is currently experiencing significant challenges and risks in relation to homelessness. Welsh Government's homelessness policy changes, though positive, have increased pressures on local authorities and creating challenges largely relating to lack of accommodation and support needs. Although homeless presentations have remained broadly consistent, the impact of Welsh Government policy has seen a significant increase in demand for homeless accommodation. This in turn has impacted significantly on the Housing Options Team operationally in respect of the need to identify alternative accommodation, which largely has relied on B&B accommodation, re-housing households, housing management and placement break downs. This has also created placement and staffing challenges.

There are challenges regarding the availability of temporary, supported and permanent accommodation, and the range of housing support available necessary to meet current and emerging homeless need. Further challenges are also being experienced in respect of acquiring existing accommodation and repurposing properties due to the buoyant market in Monmouthshire and constraints relating to funding eligibility and planning. There are also delays in the construction of new homes due to delays in implementing the RLDP.

The Renting Homes Act, which came into force from 1 December 2022, has made significant changes to the way all landlords in Wales rent their properties. There is a risk this could impact on the private rented sector in the County and reduce the availability of rental properties, further decreasing housing availability and increasing accommodation challenges in the County, although the current anecdotal evidence suggests the impact has not been too disruptive to date.

Whilst the Council has made positive progress with homeless delivery evidenced by reductions in homeless presentations and the need to provide homeless accommodation due to a more positive performance in respect of homeless prevention, identification of additional homeless accommodation and move-on to social housing, risks remain.

Monmouthshire welcomed large numbers of refugees from Ukraine. Local residents have opened their homes and all these refugees will need alternative accommodation when these temporary arrangements come to an end. In addition, many of those who have come through the Welsh Government Super Sponsor Scheme have found jobs and settled locally. All local authorities also need to find accommodation for Afghans arriving in the UK under the Afghan Resettlement Programme. A shortage of suitable and affordable accommodation, along with the challenges associated with our rurality, will affect our ability to provide suitable long-term accommodation.

The widening of asylum dispersal from 2022 could place further pressure on the housing market as the council plays its part in assisting the Home Office to find short term accommodation for asylum seekers in line with UK government policy and our aspirations for Monmouthshire to become an accredited county of sanctuary.

Risk Level (Pre-mitigation)					Risk Level (Post-mitigation)					Target risk score
Year	Likelihood	Impact	Risk Level	Risk Score	Year	Likelihood	Impact	Risk Level	Risk Score	
2025/26	Likely	Major	High	12	2025/26	Possible	Major	Medium	8	Low (4)
2026/27	Likely	Major	High	12	2026/27	Possible	Major	Medium	8	
2027/28	Likely	Major	High	12	2027/28	Possible	Major	Medium	8	

Mitigating Actions

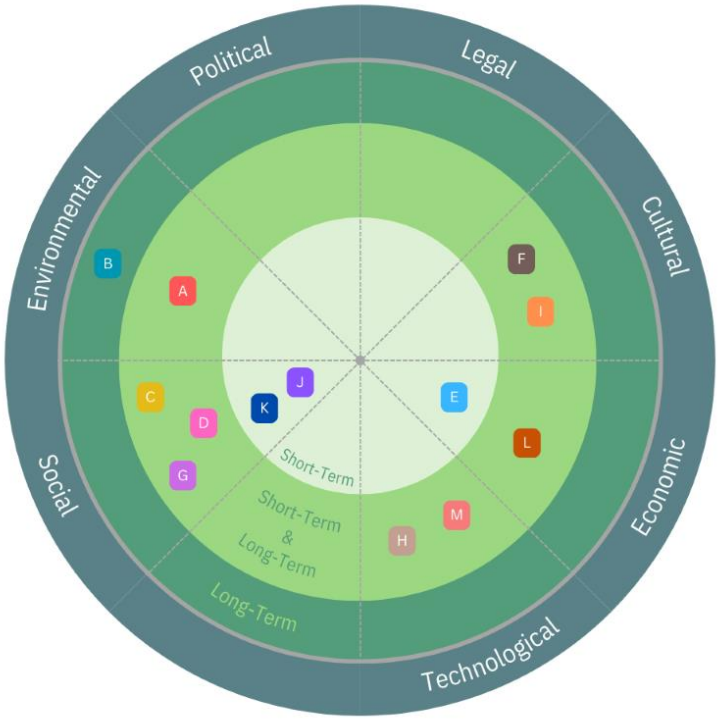
Mitigating Action	Responsibility Holder & Timescale	Mitigation action progress
Prevent homelessness through Rapid Rehousing	Head of Housing, Strategic Partnerships and Reform As per Homeless Transition Plan	The Rapid Re-Housing Transition plan was adopted by Cabinet in April 2023. This sets out the Council's five-year plan to prevent homelessness, increase accommodation and focus support, and includes active buy-in from wider agencies involving homelessness, for example, the role of Health and Social Care is extremely important in homeless prevention and helping people (such as young people and those with mental health issues) maintain their existing accommodation. Rapid rehousing is facilitating increased resource into homeless prevention, for example through additional staffing and the availability of the Homeless Prevention Fund. The council is working with partner agencies such as the Department for Work and Pensions (DWP) and Shared Benefit Service to support more people at risk of homelessness, granting awards to households to help tackle arrears/debt and households experiencing homelessness to enable them to remain in their current accommodation or access alternatives. These areas of work have contributed to increasing the percentage of households prevented from homelessness to 76%.
Develop suitable accommodation for homeless people, including long-term housing for all those accommodated in temporary housing and specialist provision for those with additional needs	Head of Housing, Strategic Partnerships and Reform As per Homeless Transition Plan	The RLDP was recently approved by Council for submission to Welsh Government. The delivery of the RLDP will be key to increasing the availability of housing in the county; the plan has allocated 50% affordable housing on each site and is introducing enabling policies which will allow for further affordable housing developments to come forward. This includes facilitating more single person accommodation in the county which is currently extremely limited and is a factor contributing to homelessness The availability of both temporary and settled homes for homeless households is being increased through a range of means including partnerships with private landlords through Monmouthshire Lettings and more homes through new build developments and acquisitions. The Council has also started to acquire accommodation for temporary accommodation. We have worked with housing

		association partners to make additional general needs social housing available for homeless households. There is a need to determine how much scope there is to allocate further social housing to homeless applicants without being overly detrimental to other housing need groups. The increased support for those at risk of homelessness, combined with the increase in availability of both temporary and settled accommodation, have contributed to the reduced use of bed and breakfast (B&B) accommodation. As part of the focus to reduce the use of unsuitable and costly B & B, a key initiative has been to repurpose Severn View, a former residential home, to temporary homeless accommodation with dedicated support. This will help mitigate against the need to use B & B. The general homeless position is enabling a review of Monmouthshire Lettings with a view to reducing the stock whilst also reconfiguring the portfolio in terms of quality, location and type.
Prepare an RLDP to address the county's issues/challenges, including in relation to the provision of housing (market and affordable) and employment opportunities, and to facilitate the identification and allocation of additional housing land and appropriate employment land, with associated infrastructure.	Chief Officer Place Head of Housing, Strategic Partnerships and Reform Ongoing	Detailed update contained in risk 10.
Work with partners including Welsh Government, UK Government, local sponsors and landlords to identify a range of accommodation to accommodate Ukrainian refugees and those arriving from Afghanistan.	Chief Officer People, Performance and Partnerships Ongoing	The authority has been successful helping those fleeing the war in Ukraine to find properties in the area. Residents participating in the Homes for Ukraine Scheme have gone above and beyond what was initially asked of them. We have exceeded the 'population share' of refugees identified by Welsh Government. Recognising the challenges faced by this community, we have a specialised team comprising of two homeless prevention workers, complemented by dedicated translation and administration support. Our approach involves close collaboration with local landlords to cultivate strong local networks and access to properties, addressing concerns related to affordability and financial assessments. We have also begun to work in collaboration with other rural authorities and the Strategic Migration Partnership and the WLGA to develop solutions suited to rural authorities.
Work with national providers and the Home Office to identify suitable accommodation for those fleeing persecution and ensure that appropriate support services, including trauma informed support, are available.	Chief Officer People, Performance and Partnerships Ongoing	The Home Office has made all local authorities Asylum Dispersal Areas. This has broadened the responsibility for accommodating asylum seekers in Wales which had previously been shouldered by a small number of authorities. The Home Office's continues to struggle to find suitable affordable properties in Monmouthshire. Officers continue to meet with the Wales Strategic Migration Partnership and Home Office and indications are that some a small number of properties. The small number of properties we had expected to come forward in 2024-25 are now anticipated in the first half of 2025-26.

Appendix 2 – Risk Radar

In line with Strategic Risk Management Policy, the Council has developed a risk radar. The radar outlines some of the potential risks that Monmouthshire may face over the coming years. This report draws on national and global emerging risks identified in a range of horizon scanning reports, including most prominently the World Economic Forum (WEF) global risks report, UK Government's National Risk Register and Welsh Government's Future Trends Report. Evidence from this will help inform risk management by highlighting the key uncertainties and challenges that may affect our organisation's objectives and operations. Consideration will be given to the annual Risk Radar Report when identifying and managing strategic risks and in the Council's wider service planning.

A range of evidence is collated to inform the radar. An overview of risks identified on the radar can be seen below. Risks have been categorised by a main factor and timescale, some will impact across multiple factor categories and varying timescales.



- A: Increasing frequency of extreme weather events/changes in weather patterns which may impact Monmouthshire communities
- B: Declining ecosystem resilience and biodiversity loss which threatens the ability of natural resources to provide benefits to current and future generations
- C: Growing inequality in societies, particularly income inequality
- D: An ageing demographic and decreasing numbers of young people which may result in increased pressures in social care and labour market challenges
- E: Increasing levels of economic uncertainty paired with geopolitical instability
- F: Growing misinformation and disinformation which may widen societal divides
- G: Growing societal polarisation as a result of growing political and societal isolation and fragmentation
- H: Cyber attacks increasing in frequency and complexity
- I: Malicious threats which aim to disrupt our way of life and could threaten communities
- J: Major adult social care provider failure which will impact those with care and support needs
- K: A pandemic which may impact communities, particularly the most vulnerable
- L: Recruitment and retention issues, particularly in digital and data sectors, which may restrict ability to deliver services
- M: Increased use of Artificial Intelligence which could have both positive and negative implications on the Council

Appendix 3: Strategic Risk Management – Summary

Risk Management is the process of identifying risks, evaluating their potential consequences and determining the most effective methods of controlling them or responding to them. Strategic risks are those which affect the Council as a whole. Typically these will be key risks which could significantly jeopardise the Council's ability to achieve its objectives, statutory plans and/or provide operational services as planned.

The Council is committed to the effective management of risk. As a large public sector organisation, it is exposed to a wide range of risks and threats in delivering key services to communities. Within the Council the purpose of risk management is to:

- preserve and protect the Council's assets, reputation and staff
- promote corporate governance and aid good management in controlling and managing risks
- support successful delivery of strategic aims, objectives and outcomes
- improve business performance and better anticipate calculated risks where these are likely in delivering improvements
- avoid unnecessary liabilities, costs and failures

The Council seeks to ensure that risk management is effective from strategic to individual services and employees. Therefore, all employees and councillors are responsible for ensuring there are good levels of internal control and risk management throughout the Council in order that the Council's specified outcomes are achieved.

The Council uses a 'traffic light' system of Red/Amber/Green associated with High/Medium/Low to categorise risk levels. This is determined using the risk matrix below.

High risk	The risk is **highly likely** to occur and the impact will be major. Management action/control evaluation and improvement is required coupled with continued pro-active monitoring
Medium risk	The risk is **unlikely** to result in a major issue, however, if it did the impact would be **significant or serious**. This risk is relatively less significant than a High risk however it needs to be closely monitored within timely management action/controls to ensure it does not escalate.
Low risk	The risk is **very unlikely** to occur and the impact will be **minor or moderate** at worst. Risk will be managed by seeking control improvements where practical and / or monitoring and reviewing at regular intervals

Risks are also given a score. Scores of 1-4 are low risks, scores of 6-9 are medium risks and scores 12-16 are high risk. Providing a score as well as a risk level allows the variations within risk levels to be more clearly stated.

Major (4)	**Low (4)**	**Medium (8)**	**High (12)**	**High (16)**
Substantial (3)	**Low (3)**	**Medium (6)**	**Medium (9)**	**High (12)**
Moderate (2)	**Low (2)**	**Low (4)**	**Medium (6)**	**Medium (8)**
Minor (1)	**Low (1)**	**Low (2)**	**Low (3)**	**Low (4)**
	Unlikely (1)	Possible (2)	Likely (3)	Almost certain (4)

Target risk scores are also used in risk assessments. These indicate the optimal risk score that could be achieved following successful mitigation, within the context of available resources. Some target risk scores may remain the same as post-mitigation risk scores; this indicates that risk scores are not able to be lowered further with available mitigation.

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SUBJECT:	**COMMUNITY AND CORPORATE PLAN PERFORMANCE UPDATE**
MEETING:	**Cabinet**
DATE:	**10th December 2025**
DIVISIONS/WARDS AFFECTED:	**All**

1. PURPOSE:

1.1 To provide Cabinet with an update on the progress that has been made to deliver the objectives set out in the Community and Corporate Plan 2022-28.

2. RECOMMENDATIONS:

2.1 That Cabinet use this report as part of their continuous monitoring of delivery of the objectives in the Community and Corporate Plan, highlight learning and identify any adjustments that may be needed to maintain a trajectory of improvement and achieve the desired outcomes and impact.

2.2 That Cabinet approve the updates contained as appendices to this report.

3. KEY ISSUES:

3.1 In April 2023, Council approved the Community & Corporate Plan which runs through to 2028. The plan establishes a clear purpose to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life. The plan was approved by Council and we have committed to regularly reporting progress against the commitments in it.

3.2 The Community and Corporate Plan was produced at a point in time. The world is now in a very different place, with advances in AI being just one example amongst many. Over this time we have learnt a lot and our thinking has evolved. If we were producing a plan now there are a number of things we would be including that are not featured the original. Similarly, there are many things that we have delivered which did not feature in our plans back in 2022-23. These include: our continued active participation in the Marches Forward Partnership - an ambitious, mission-oriented, cross-border programme; becoming the world's first Deforestation Free Champion Council and a successful bid to join the World Health Organisation's global network of Age-Friendly Communities. These wider achievements are not part of this analysis and councillors will be provided with updates on these via other mechanisms.

3.3 The plan sets six objectives, also the Council's well-being objectives, for Monmouthshire to be a:

- Fair place to live where the effects of inequality and poverty have been reduced.
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency.
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop.

- Safe place to live where people have a home they feel secure in.
- Connected place where people feel part of a community and are valued.
- Learning place where everybody has the opportunity to reach their potential.

3.4 These objectives are underpinned by a series of commitments and more detailed actions. Appendix 1 provides an update on progress made during the first six months of 2025/26.

3.5 We are focused on delivering things that will make a difference to communities. This mid-year progress update predominantly uses milestones and output measures. The evidence of impact that will demonstrate whether we are achieving the outcomes we aspire to for our communities is not always available at regular intervals that align with our reporting timescales. This is because these are complex issues. We can often see progress in the form of stories and case studies but the data we depend on to prove things are making a difference is often available only annually or bi-annually. We are committed to making this data available wherever we have it. We also ensure it features in, and underpins, the more detailed self-assessment which is presented to Council annually in September or October.

3.6 Appendix 2 includes the latest available data for the performance measures identified in the measurement framework agreed by Cabinet. The 'latest period' column in the data tables includes figures for quarter 2 of 2025/26. The 'previous' column includes data for 2024/25. Not all data is produced quarterly and where figures refer to different periods this is highlighted in the comments section of the table. This also provides the latest data for the measures that are being used to track the longer-term progress of the plan.

3.7 Each objective has been scored based on the council's self-evaluation framework using a scale of 1-6, where 1 is unsatisfactory and 6 excellent. This framework is shown in Appendix 1. This provides an in-year assessment based on the progress made so far in 2025/26. It also identifies learning from this interim evaluation that has highlighted where action may be needed to achieve or maintain a positive trajectory of improvement and deliver the impact and outcomes we have committed to. A more detailed evaluation of outcomes and impact will be undertaken at the end of the year.

3.8 The scores for each of the objectives are unchanged from those reported for 2024/25:

- A fair place to live: Level 4 (Good).
- A green place to live: Level 3 (Adequate).
- A thriving and ambitious place: Level 4 (Good).
- A safe place to live: Level 4 (Good).
- A connected place where people care: Level 4 (Good).
- A learning place: Level 4 (Good).

3.9 This mid-year report highlights progress against the objectives up to October 2025. Key areas to highlight include:

- We have increased the number of children and young people benefiting from free or subsidised play opportunities during school holidays, while also ensuring that nutritious meals are provided to those in need. This has positive effects on physical and mental health, which enhances the ability of young people to learn and grow.
- We have maintained a high rate of recycling, exceeding the statutory target of 70%. We have achieved this through the continued participation of our residents in household recycling schemes.

- We have worked in partnership with town councils and other key stakeholders to develop placemaking plans. We have attracted new funding to enable town centre improvements. This will contribute to our ambition to create vibrant and sustainable futures for our town and village centres.
- We have developed a deposit Replacement Local Development Plan (RLDP) that was approved by Council in October. This has been submitted to the Welsh Government for public examination. The plan addresses key issues such as allocating 50% affordable housing in each new development. This will make it easier for families to live and work locally. It will also ensure future developments are carbon neutral in line with our commitment to take local action on climate change.
- We have strengthened our social care provision for children and adults by increasing placement options and increased availability of care at home, which has contributed to greater stability for children in care and improved independent living for adults.
- We have reduced permanent exclusions working with our schools through an effective Inclusion Panel and offered risk-managed alternatives, ensuring more children remain in education.

3.10 Of course there are also challenges and areas for development:

- We have invested in improving our use of data to improve our understanding of local needs and geographies. This will enable us to improve how we target our work to the areas of greatest need, particularly in relation to our commitment to tackle poverty and inequality and poverty.
- We have taken proactive steps to decarbonise our operations. We are finalising a costed decarbonisation plan which sets out areas of focus to meet our ambitions to decarbonise our estate. The emissions from our estate have decreased slightly. Our overall carbon emissions have risen recently, mainly due to procurement and construction projects like Severn View Park care home and the carbon-neutral Abergavenny 3-19 school. These have generated carbon emissions in the short term, however, both buildings are designed to minimise long-term environmental impact. We recognise that this rate of reduction is not sufficient to reach net zero by 2030 and that substantial investment is required to decarbonise our buildings.
- Monmouthshire is not alone in experiencing increased numbers of young people who are not engaged in employment, education, or training (often knows as NEET). This is a wider societal challenge. Early indications suggest this figure has now stabilised. We will continue to enhance post-16 opportunities, with particular attention to those at risk of becoming NEET.
- We have provided targeted support for vulnerable children and young people. This includes embedding trauma-informed practices to address barriers to attendance. Attendance of pupils eligible for free school meals remains lower than overall attendance and below our target.

3.11 The quarter 2 report is scheduled to be scrutinised by Performance & Overview Scrutiny Committee at its meeting on 3rd December. The committee is expected to use the report to agree any areas they would like to examine in greater depth as part of their forward work programme.

3.12 A dashboard providing further detail on the quantitative measures in the Community and Corporate Plan is updated quarterly on the council's intranet site, the hub. Further information on the activity being undertaken is contained in relevant service business plans. These are updated quarterly and are also available for members to view on the hub.

3.13 As referenced in paragraph 3.5 an annual self-assessment of performance in 2025/26 will be produced at the end of the year in line with the performance requirements under the Local Government and Elections (Wales) Act 2021 to produce a self-assessment report and requirements under the Well-being of Future Generations Act to produce an annual report showing progress against the Council's well-being objectives.

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

4.1 An integrated impact assessment was completed on the Community and Corporate Plan. This is a performance progress report and is not seeking a decision that would have an impact on these areas. The report includes information on progress the council has made on the Future Generations Act, equalities, socio-economic duty, the Welsh Language, safeguarding and corporate parenting and social justice.

5. OPTIONS APPRAISAL:

5.1 Each of the programmes of activity in the Community and Corporate Plan have been considered against the other choices that could have been made; further information on the process undertaken is in the plan. Every choice we make carries an opportunity cost. Some of these commitments – such as the building of new schools – have already been approved by Council as part of an agreed policy position while others are in development. Each new proposal brought forward to deliver against these goals will be subject to an individual decision in accordance with the constitution.

6. EVALUATION CRITERIA:

6.1 The Community and Corporate Plan sets out clearly the council's purpose. It contains specific objectives which can be measured over time. The report provides an update on performance and targets of the full measurement framework set in the plan, as agreed by Cabinet in September 2024. The decision to adjust targets over the lifetime of the plan, in response to changing circumstances, sits with Cabinet and chief officers.

6.2 The actions to deliver the plan are embedded in the service business plans of individual teams and the performance measures are updated on a specific dashboard. This report provides a headline progress update for Cabinet. A full evaluation of progress will be produced annually as part of the authority's self-assessment carried out under the Local Government and Elections (Wales) Act 2021.

7. REASONS:

7.1 To provide cabinet with an update on progress being made so far in 2025/26 to deliver the commitments set out in the Community and Corporate Plan 2022-28.

8. RESOURCE IMPLICATIONS:

8.1 This is a progress report and there are no direct resource implications. Each of the activities in the community and corporate plan carries some resource implications and need to be considered as part of the Council's challenging financial position. Cabinet has set an expectation that the budget setting process will recognise priorities set within the

Community and Corporate Plan with reducing the impact of inequality on citizens and climate change on communities being central to all considerations.

9. CONSULTEES:

Cabinet
Strategic Leadership Team
Performance and Overview Scrutiny Committee (Meeting on 3rd December 2025)

10. BACKGROUND PAPERS:

Community and Corporate Plan 2022-28
Community & Corporate Plan Measurement Framework
Self-Assessment Report 2024/25

11. AUTHORS:

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Appendix 1 Six-month 2025/26 Community & Corporate Plan progress report

The Community & Corporate Plan 2022-28 contains six objectives which focus on the longer-term future of the county and aim to address complex challenges, in line with the Future Generations Act.

The long-term nature of some objectives means that the effects of some activity may not be clearly demonstrable over short timescales, and some activity will have an impact over the longer term. The targets included in this progress report are reflective of where the council aspires to be in 2025/26. Informed by the evidence gathered, each objective has been assessed on a scale of 1-6 based on performance so far in 2025/26 by applying the following principles:

Level	Definition	Description
6	Excellent	Excellent or outstanding – all performance measures have achieved the target set and all actions have been delivered
5	Very Good	Major strengths – a significant majority of actions and measures are on track. No more than one or two falling short
4	Good	Important strengths with some areas for improvement – the weight of evidence shows that the successes are greater than the areas that have not been achieved
3	Adequate	Strengths just outweigh weaknesses – the evidence of success marginally outweighs areas that are not on track. Some actions are behind schedule and some measures are falling short of planned targets
2	Weak	Important weaknesses – the majority of measures and actions have not been achieved
1	Unsatisfactory	Major weakness – in most areas, performance is assessed as moving in the wrong direction and the vast majority of actions have not been delivered

Objective: A Fair Place to Live		
	Interim Evaluation Score: 4	Level 4 – Good. Important strengths with some areas for improvement. The weight of evidence shows that the successes are greater than the areas that have not yet been achieved.

Why This Matters: Nobody should be left behind in Monmouthshire or feel their voice does not count. Many of our residents are prosperous and very capable of looking after themselves and their loved ones. However, this is not the case for all and in a rural county inequality is often more hidden than in urban places. We will increase the intensity of our work to help those who need support to live the lives they want.

What we want to achieve:

- Improved life chances for people regardless of income or background
- Residents have better access to council services and support needed to live a healthy life
- Citizens are able to participate in council and community decision-making and take actions which enable them to shape their own futures

Summary of progress:

- We are implementing universal free school meals for all primary pupils. This ensures that all pupils have access to a freshly cooked meal at lunchtime, irrespective of their background. This is known to have a positive effect on health and educational attainment. We are targeting schools in more deprived areas to increase uptake.
- We are providing targeted free or subsidised play to children and young people during school holidays.
- We have increased the number of families accessing high quality early years education. This is shown to have a positive effect on long term outcomes.
- We need to ensure our efforts on tackling poverty and inequality are joined up. Improving our use of data will ensure our resources can be targeted to those with the greatest need to maximise impact.

A Fair Place: What progress have we made?

We have collaborated with providers across the county to broaden our **childcare provision** for families. We have increased the number of childcare settings from 94 to 97 during the year. 96% of eligible children now access Early Education, an improvement from 82% in 22/23. There has been a slight reduction in the number of Flying Start settings, from 45 to 42. This is because some settings currently having no eligible children and are choosing not to offer the service. We have established a new childcare setting at Trellech Primary School and will launch a consultation during the autumn term regarding a new setting at Archbishop Rowan Williams Primary School.

We have faced challenges in developing additional Cylch Meithrin settings due to limited site space and uncertainty around the permanent location for the Welsh school in Monmouth. This has meant that families in Monmouth and Chepstow cannot yet access Welsh-medium childcare, including Flying Start. In the interim, we have approved the existing Cylch Meithrin to offer Flying Start places, increasing uptake from 25 to 28 children.

We are continuing to provide targeted work to support communities and **those in need of support**. We have worked with partners to host drop-in cost of living support sessions. We have re-established the Monmouthshire Tackling Poverty Action Network. This will ensure we tackle inequalities and support the most vulnerable in society with the rising cost of living.

We are improving our use of data to ensure individuals in need of support can be easily identified. This will enable more responsive, targeted interventions. We are also participating in the Local Authority Benefit Take-up Pilot which aims to identify residents who may be missing out on means-tested devolved and reserved benefits. We will use data to undertake targeted outreach campaigns to improve benefit take-up. This project is in the early stages. Our Shared Benefits Team have begun the foundational work to integrate this tool into our systems.

We continue to promote the uptake of **Universal Free School Meals**. We are still seeing variances in uptake between areas. Presently 75% of pupils are having meals, up from 64% in 22/23. We have gathered a targeted list of schools using data on deprivation, eligibility for free school meals and additional learning needs to try and increase take-up where it will make the biggest difference. We have delivered our Food and Fun programme. This provides healthy meals and activities during school holidays as well as vital work experience for the young people employed to deliver the scheme. We achieved 6,377 attendances and served 12,849 meals. We know that nutritious food benefits children and young people by improving their physical and mental health, which enhances their ability to learn and grow. We have increased the number of children benefitting from MonLife free or subsidised play provision from 2,039 in 22/23 to 2,436 in 24/25.

We have continued to develop our relationship with the creative sector in Monmouthshire. We have facilitated workshops with local and national organisations, and the creative and economic sectors. We have held our second annual celebration of the arts day at County Hall in April 2025 which showcased arts activity from across the county. The event brought together a range of artists and practitioners enabling us to understand their priorities and inform the development of our **Cultural Strategy**. This aims to make culture more inclusive, accessible and visible for everyone in Monmouthshire. We have developed a draft strategy which is currently out for public consultation.

Objective: A Green Place to Live		
Green place	**Interim Evaluation Score: 3**	Level 3 – Strengths just outweigh weaknesses. The evidence of success marginally outweighs areas that are not on track. Some actions are behind schedule and some measures are falling short of planned targets.

Why This Matters: We recognise the outstanding beauty of Monmouthshire. As custodians of this place, we need to encourage residents and visitors to enjoy it, protect it and conserve it. The natural world in all its guises is the backdrop to our tourism and visitor economy. We will work with others to promote access to our special places whilst protecting the environment, support nature recovery, reduce our carbon emissions, reduce the risk of flooding and promote the circular economy. We also recognise that these are complex issues and it will take decades rather than years to see the full impact of the changes we are making.

What we want to achieve:

- Council operations are net zero by 2030 and local communities are supported to reduce their own carbon footprint
- Nature recovery, improved environmental and river health
- Sustainable local agriculture and farming practices with public services and residents consuming more local and seasonal produce

Summary of progress:

- We have finalised a costed decarbonisation plan which sets out areas of focus to meet our ambitions to decarbonise our estate in line with our commitment to become net zero.
- Our carbon emissions have increased in the short term due to construction projects. These projects have been designed to ensure minimal environmental impact and will contribute to an overall reduction in emissions in the long term.
- We have adopted a Climate and Nature Emergency Strategy setting out our response and how we will work with others to protect and enhance the environment.
- We have published our Food Strategy which will guide how we increase community access to land for growing and increase the amount of local produce used in our schools. These will have positive effects on nutrition and bring benefits to growers.
- Progress on delivering our decarbonisation plan will be key if we are to approach net zero at a suitable pace.

A Green Place: What progress have we made?

We have taken proactive steps to **decarbonise our operations** by finalising a costed decarbonisation plan for our estate. We will use the findings of these surveys to inform a Decarbonisation Strategy. We have invested in low carbon technologies such as the use of renewable energy. Emissions from our estate have decreased slightly since 2022/23, with a 17.8% reduction from our 2019/20 baseline. We recognise that this rate of reduction is not sufficient to reach net zero by 2030 and that substantial investment is required to further decarbonise our buildings. We have established an informal stakeholder working group to co-ordinate opportunities, work programmes and budgets and to evaluate alternative delivery models and capabilities across the organisation.

Overall **carbon emissions** increased between 2022/23 and 2024/25. This was largely due to rises in emissions from procurement and our supply chains. This included the development of Severn View Park care home and the carbon-neutral Abergavenny 3-19 school. We have ensured that, while these construction activities have temporarily raised emissions, both buildings have been designed to ensure minimal environmental impact and reduce carbon emissions in the long-term. We have identified that 87% of our total emissions are *caused emissions*—those linked to procurement, staff commuting and similar activities. This mirrors the picture across Wales where caused emissions make up 83% of total local authority emissions.

We have adopted the **Climate and Nature Emergency Strategy** and are working with partners to protect and enhance our environment. We are actively collaborating on the Wye Nutrient Management Board and Usk Catchment Partnership to improve river health on the Usk and Wye Rivers. We are leading on regional partnerships such as Gwent Green Grid and local partnerships such as Local Nature Partnership to deliver nature-based solutions and improve green spaces.

We have invested in the **transition of our fleet** to ultra-low emission vehicles (ULEV). The percentage of ULEV vehicles in our fleet rose from 8% in 2022/23 to 17.36% so far in 2025/26. We have not seen tangible changes to the emissions from travel since 22/23 and since the baseline year of 2019/20. We are facing similar challenges in our ability to transition our fleet as in other work streams of decarbonisation. Due to the complexity of the challenge and the high costs involved, we are unable to transition at the desired pace without significant further investment. We are developing a fleet transition plan to support the acceleration of this work.

We have updated and expanded our **Electric Vehicle Charging Infrastructure (EVCI)** at multiple sites across the county. We have commissioned a technical report to forecast demand to ensure we are targeting suitable locations. We will use the findings of this report to inform our EVCI strategy for the county. This will increase the availability and accessibility for all residents.

We have maintained a high rate of **recycling**. By the end of quarter 2, 71.9% of municipal waste was sent for recycling, reuse or composting. This exceeded the statutory target of 70% and is already approaching our annual target of 72%. We have achieved this through the continued participation of residents in household recycling schemes. We have, however, identified that the overall amount of waste generated per person has risen from 198kg in 2022/23 to 202kg in 2023/24 and remains above the Wales average. We have achieved the highest UK score for Waste Reduction & Food in the independently run Climate Emergency UK assessment, at 93%.

We have created a **Local Food Strategy** to facilitate access to council land for growing food and have allocated land for community use. We have supported the Welsh Government's Allotment Support Grant. This has improved, created or revived over 130 allotment plots across six sites in Monmouthshire. Community growing can provide a good source of environmentally sound, healthy, locally sourced food and make this more readily available to local people. We have worked with local farmers through the Welsh Veg in Schools pilot. This has enabled us to supply pupils in ten schools with nutritious, local food regardless of socio-economic background. We have also supported the development of new safety standards and logistics, enabling growers to expand and new farmers to diversify into organic horticulture as part of this scheme.

Objective: A Thriving and Ambitious Place		
	Interim Evaluation Score: 4	Level 4 – Good. Important strengths with some areas for improvement. The weight of evidence shows that the successes are greater than the areas that have not yet been achieved.
Why This Matters: We want to foster a diverse, fairer, greener and circular economy, generating sustainable employment growth and creating conditions for shared prosperity. This will ensure that town centres remain vibrant and welcoming places that meet the needs of the local communities, businesses and visitors. Alongside this, good connectivity and infrastructure will enable people to access the services, attractions, education and training opportunities that are central to a thriving and ambitious place.		
What we want to achieve: • Vibrant town centres which bring people together and attract investment • People of all ages and backgrounds have the skills to do well in work or start their own business • Sustainable transport and infrastructure		
Summary of progress: • We are delivering important strategies, such as the NEET Strategy and Local Transport Plan, to support our people and communities. • We are working in partnership with town councils and other key stakeholders to develop placemaking plans and have attracted new funding to enable town centre improvements. This will ensure vibrant and sustainable futures for our town and village centres • We have a well-qualified population and have focused on addressing skills shortages in key industries and supporting residents into employment. • We know that the number of young people not participating in the labour market has risen. We must continue to develop post-16 opportunities for young people, particularly those who are at risk of becoming NEET. This will improve the prospects for individuals and the prosperity of the county as a whole.		

Thriving Place: What progress have we made?

We have formed placemaking partnerships across all six towns in the county. This ensures that developments reflect and address local needs. We have worked closely with partners and stakeholders to adopt **Placemaking Plans** in Usk and Chepstow. We have developed plans for Monmouth, Abergavenny, and Magor with Undy and are commencing development on one in Caldicot. We have designed these plans to create vibrant and sustainable futures for our town and village centres, drawing on the views of residents, businesses, and voluntary organisations. The establishment of delivery groups to drive and oversee the implementation of these plans will be key to their success. We have secured almost £3m in new funding from both Welsh and UK Governments to support delivery. We have developed a **Destination Management Plan** to ensure that the county becomes the most inspiring, connected and liveable place to stay, invest and work so that by 2030 Monmouthshire is Wales's stand-out rural destination.

We have continued to support our residents and local economy through the delivery of our **Economy, Employment and Skills Strategy**. We have assisted people who are economically inactive and those ready for employment through the Ready for Work and CELT programmes. So far, we have supported 58 people into employment. We have provided opportunities for people to develop and enhance their skills, whether they are looking to upskill within their current roles or gain additional qualifications. We have enabled 111 individuals to gain new skills or upskill. We have maintained our focus on addressing skills shortages. We have delivered weekly Construction Skills Certification Scheme drop-in sessions. 70% of participants have successfully obtained the green labourer's card. We have supported aspiring entrepreneurs and existing businesses, with 25 potential entrepreneurs supported to be business ready and 23 established businesses receiving non-financial support through Business Monmouthshire. We are seeing continued progress in the Monmouthshire economy. This includes as sustained levels of people in employment, 78.7%, which is above the rates for Wales and Great Britain.

We have remained committed to supporting young people to stay in education, training, or employment through our **NEET Strategy**. We have engaged with pupils whose attendance is 50% or below, offering them one-to-one support to help them re-engage with education. There have been challenges delivering one-to-one support in post-16 provision due to funding limitations, and we have relied on partners to provide advice and guidance. We are ensuring that NEET young people in Monmouthshire have access to opportunities. We have collaborated with partners to increase post-16 options, including the development of a STEM skills centre, new level 2 pathways in sixth forms, and more apprenticeship opportunities within the council. Getting young people into work or training leads to significant positive outcomes for individuals, the economy, and society as a whole.

We adopted a new **Local Transport Strategy** in May 2024. This sets out a clear ambition for transport infrastructure in Monmouthshire over the next five years. It has also enabled us to contribute to the development of a regional transport plan. We have established an infrastructure project team to ensure all transport and highways programmes of work are aligned to maximise additional benefits and ensure all funding is used effectively. We have been awarded up to £8.4m to implement transport projects to enhance access, safety and infrastructure. We have used this on community road safety training, bus infrastructure projects and road resilience projects to mitigate and adapt to the effects of climate change. We have created or enhanced two active travel routes so far this year. This is below our target. We will continue to implement improvements to routes, utilising transport project funding. This is part of our plans for a future facing integrated transport network that meets the transport needs of our communities in a sustainable way.

We carried out a pavement and highways survey to gain a detailed understanding of their condition. We will use the findings to identify priority work and align our efforts. We have ensured that work needed on active travel and safe routes in communities are prioritised to ensure safe and sustainable travel routes for our residents. We recognise that funding the level of repairs needed on our highway network is challenging. Welsh Government's Local Government Borrowing Initiative will allow us to borrow money to fund an increased number of improvements projects. This will still not meet the identified funding gap required.

Objective: A Safe Place to Live		
	Interim Evaluation Score: 4	Level 4 – Good. Important strengths with some areas for improvement – the weight of evidence shows that the successes are greater than the areas that have not yet been achieved.
Why This Matters: For most people, Monmouthshire is a really good place to live but this is not the case for everyone. It's important that people have a place to call home, feel safe and have a sense of belonging.		
What we want to achieve: • Increased supply of good quality affordable housing • Reduce the number of people who become homeless • A more energy efficient housing stock with a lower carbon footprint • Communities in which everyone feels safe and respects each other		
Summary of progress: • Council has approved a deposit version of the Replacement Local Development Plan. This sets out how land will be developed for employment and will address key issues such as affordable housing. • We are continuing to implement our Rapid Rehousing model, and this is preventing more people from becoming homeless. • We have started to acquire accommodation to increase the availability of temporary housing in the county which is reducing the number of homeless households placed into costly and inadequate bed and breakfast accommodation. • The continued high demand for temporary accommodation puts pressure on services. We are developing alternative provision to increase the availability of temporary accommodation.		

Safe Place: What progress have we made?

We have developed a deposit **Replacement Local Development Plan (RLDP).** The deposit plan was approved by Council in October. It will now be sent to Welsh Government for public examination. This plan will address a number of key issues and align with the priorities of the organisation. It has allocated 50% affordable housing on each new development and is introducing enabling policies which will allow for further affordable housing developments to come forward. This includes facilitating more single person accommodation in the county which is currently extremely limited and is a factor contributing to homelessness. It will also help us tackle climate change and reduce bills by ensuring new developments to be of the highest energy efficiency standards.

We have increased the number of **affordable homes.** The number granted planning permission increased from 50 in 22/23 to 108 in 24/25. This is mainly attributed to improvements in river health permitting further developments in Monmouth and Abergavenny. These were areas previously restricted by high phosphate levels. The number of affordable homes delivered has also increased from 48 in 22/23 to 71 in 24/25. We recognise that more affordable homes are needed to meet demand in the county. Our deposit Replacement Local Development Plan aims to increase delivery.

We have applied a Rapid Rehousing approach and increased the resources targeted at **homeless prevention**. This includes increased staffing, procedural changes and closer partnership working to support more people at risk. We also provide grants from the Homeless Prevention Fund to help tackle arrears/debt and enable households to remain in their current accommodation or access alternatives. We have seen positive results, with the proportion of applicants successfully prevented from becoming homeless increasing from 50% at 2022/23 to 76% by quarter 2 of 2025/26. We are reviewing the Housing Support Grant programme to increase effectiveness.

We have reduced the number of households in B&B accommodation by 89%. This has fallen from 92 in 2022/23 to 10 in Q2 of 2025/26. We have also ensured that there are no 16 and 17-year-olds or families living in B&B accommodation. However, we continue to respond to high levels of demand for temporary accommodation. The number of homeless households in temporary accommodation has remained high, increasing from 117 in 22/23 to 158 at Q2 25/26. We have started to acquire accommodation for use as temporary accommodation and are repurposing council owned properties to meet demand in a cost-effective way. We have worked with housing associations to make more social housing available for homeless households. 58% of general needs social housing was allocated to homeless households in Q2 25/26. We need to ensure that allocating further social housing to homeless applicants will not be detrimental to other housing need groups.

We have championed everyone's right to feel **safe** and belong in their community. We have worked closely with young people across the county to tackle knife crime and anti-social behaviour. We have secured funding from the Police and Crime Commissioner's Office to support this work. We have partnered with the charity Fearless to deliver workshops on critical topics such as county lines and knife crime at our youth centres, supporting young people to deal with these challenges. We have targeted young people involved in anti-social behaviour in Caldicot and other town centres and have seen a reduction in the number of ASB incidents. We are strengthening the relationship between young people and local police by regularly inviting officers to our youth centres to engage directly and listen to their concerns.

Objective: A Connected Place where People Care		
	Interim Evaluation Score: 4	Level 4 – Good. Important strengths with some areas for improvement. The weight of evidence shows that the successes are greater than the areas that have not yet been achieved.
Why This Matters: We want Monmouthshire to be a place where people's contributions are valued, they feel part of a community and are connected to others. The need and complexity of demand for care and support is high. We need to maintain a range of services that support people in periods of vulnerability, from childhood to old age, allowing them to live their lives on their terms. We know that well-being is about far more than treating people when they get sick. We need to deliver approaches that promote, physical and mental health and well-being and reduce health inequalities.		
What we want to achieve: • High quality social care which enables people to live their lives on their terms • A healthy and active Monmouthshire where loneliness and isolation are reduced, well-being is promoted, and people are safeguarded • A professional and passionate social care workforce		
Summary of progress: • We have developed strategies that will provide the provision to meet social care needs for children requiring placements and adults who require care at home. These have delivered increased placements for children within the county and increased availability of care at home. • We have implemented preventative and reablement approaches to providing care that supports long term well-being. • We have developed a whole authority approach to wellness and well-being (Living Well Strategy) and addressing inequality by promoting healthier lifestyles and building resilience. The delivery of the approach will be key to achieving our outcomes.		

What progress have we made?

We have established a coordinated approach to **early intervention and prevention** in Children's Social Services**.** We are focussed on preventative family support throughout children's social care. We have achieved stability in the number of children looked after, with a gradual reduction from 208 in March 2022 to 196 in September 2025.

We have invested in **foster care** recruitment and have increased foster carer fees. We continue to face challenges recruiting and retaining foster carers, a challenge seen across Wales and the rest of the UK. However, our work has led to a slight increase in our number of in-house foster carers. This is reducing our reliance on independent fostering agencies for placements (IFAs). At the end of September, for all children in foster placements, 36% were placed with IFAs compared with 64% placed with in-house or kinship carers.

We are developing new residential and supported accommodation projects to increase **placements for children and young people**. We have completed two projects providing aged 16+ supported accommodation for five placements and a four-bed residential children's home. We are developing a further two projects, one children's residential home and a further aged 16+ supported accommodation. This is improving the availability of placements and helping to ensure children and young people can remain close to their communities. In September 2025 51.5% of children looked after were supported to remain in Monmouthshire, which is a higher proportion than over the previous eighteen months.

We are responding to an ageing population by focussing on reviewing and assessing care requirements, expanding reablement services, and rolling out assistive technology. This enables us to support adults to live independently for longer. Following a package of reablement, 62% of people were assessed as not requiring further support. This is a higher proportion than in the in the last couple of years. We have developed a **Living Well Strategy** to promote a whole authority approach to wellness and well-being and address inequality by promoting healthier lifestyles and building resilience, particularly among deprived communities.

We are implementing **a long-term strategy for commissioned domiciliary care**. Due to a combination of our activities and external factors the market for home care has stabilised. We have reduced the number of unmet care hours from 804 in March 2023 to 412 in September 2025. We are now able to provide 94.6% of domiciliary care hours. This is improving access to vital support to enable people to remain living in their own home. Adults social care service user satisfaction with care and support is 79% in September 2025 which is lower than the 83.5% in March 2023.

We are enabling **healthier, more active lives** by increasing outdoor access. Fifty-six schools, volunteers, and partners participated in nature-based wellbeing projects county-wide. Through the Shift project and the Emotional Logic grant programme, we are supporting young people's mental health, with 100% of young people engaged in the project reporting improved wellbeing.

Objective: A Learning Place		
Learning place	**Interim Evaluation Score: 4**	Level 4 – Good Important strengths with some areas for improvement. The weight of evidence shows that the successes are greater than the areas that have not yet been achieved.

Why This Matters: We want Monmouthshire to be a place where everybody experiences the best possible start in life and has the opportunity to learn, developing the skills and knowledge they will need to reach their potential. The pandemic had a substantial effect on schools and pupils. The two years of uncertainty and significant disruption to learning inevitably left a legacy. Before the pandemic we knew that our disadvantaged learners did not achieve the outcomes we would wish. The pandemic has worsened the learning experiences of many vulnerable students such as those eligible for free school meals. The emotional and mental well-being of pupils was often affected, with many experiencing increased uncertainty, anxiety and loneliness.

What we want to achieve:

- Improved school attendance and reduced levels of exclusions which remove barriers to learning for vulnerable pupils.
- The benefits of the new curriculum in Wales are maximised through excellent teaching and learning.
- A truly inclusive educational system that recognises learners' starting points, strengths and educational needs.
- Continue our programme of school modernisation.

Summary of progress:

- We are implementing a range of approaches and support to improve attendance, reduce exclusions and support pupils' well-being to keep our young people in school.
- Attendance in primary schools has improved to near pre-pandemic levels, secondary school attendance remains below pre-pandemic levels. Attendance of eFSM pupils remains lower, particularly in secondary school. The number of fixed-term exclusions from schools is high and there is significant demand for support to pupils.
- We have developed an Inclusion Strategy that will help us to ensure consistent, high-quality delivery of inclusion services across Monmouthshire.
- We are developing the school estate, including the opening of the carbon neutral King Henry VIII all-through school in Abergavenny.
- We need to target our support for children and young people, particularly vulnerable pupils, using the approaches we have now developed, to support attendance in school.

How well are we achieving our desired outcomes?

We have worked closely with schools to improve **attendance**, recognising that lower attendance remains a challenge nationally since the pandemic. We have dedicated education welfare officers to support vulnerable pupils and bring them back into education wherever possible. We have held regular attendance consultations with schools to promote attendance and provide tailored support to families.

We have strengthened systems and processes by updating attendance policies in line with Welsh Government guidance. We have increased primary school attendance to 93.9%, nearing pre-pandemic levels and close to our 94% target. We have not achieved the same improvement in secondary schools, where attendance reached 90.1% during the 2024/25 academic year, compared with 88.2% for the year before.

We have continued to support **vulnerable learners** by improving our understanding of the drivers of non-attendance and low attendance. We have embedded trauma-informed practice as part of a universal, whole-school preventative approach and developed a learning programme to help schools address emotionally based school avoidance. We have implemented the whole-school approach to emotional and mental well-being. This is enabling schools to promote pupil well-being effectively. Despite these actions, we have faced challenges in improving attendance for learners eligible for free school meals, particularly in secondary schools. Attendance of our eFSM cohort in primary schools was 89.1% at the end of the 24/25 academic year, 4.8 percentage points lower than the overall figure. Attendance of eFSM pupils in secondary schools was 79.8%, 10.3 percentage points lower than the overall attendance figure. Narrowing the gap between those eFSM and those not will be essential to ensure better outcomes for our pupils.

We have decreased the number of permanent **exclusions** upheld in schools by improving the operation and effectiveness of the Inclusion Panel to consider alternatives. We have worked with schools and other agencies to offer viable, risk-managed alternatives. We have faced continued pressure from high levels of fixed-term exclusions, which have increased demand on the Pupil Referral Service (PRS). We have invested in new accommodation and enhanced leadership to improve PRS capacity and ensure pupils are able to achieve better outcomes.

We have developed a new **Inclusion Strategy** and an updated Additional Learning Needs (ALN) Policy to shape our work with children and young people in schools and settings in Monmouthshire. We have ensured a focus on improving outcomes for children and young people in vulnerable groups and their families through our Inclusion Strategy. We have set out our commitment to supporting children and young people with barriers to learning and additional learning needs, ensuring they receive the necessary support, resources, and opportunities to thrive academically, socially, and emotionally through our ALN Policy.

We have continued our development and modernisation of the **school estate**. We have completed the construction of the new King Henry all-through school in Abergavenny and we are expanding the capacity of our Welsh medium schools.

We have an agreed **Welsh in Education Strategic Plan** that sets our strategic direction for the planning, delivery, and growth of Welsh medium education in Monmouthshire over the next ten years. We are mainly on target with delivering the plan. We have established immersion classes to support transitions into Welsh medium education and ensure demand for new sites.

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Appendix 2 – Latest update on the performance measurement framework in Community & Corporate Plan 2022-2028

The table below provides the latest progress and data on the milestone, measures and associated targets that have been set in the measurement framework for each Objective in the Community and Corporate Plan. The 'latest period' column in the data tables includes figures for quarter 2 of 2025/26. The 'previous' column includes data for 2024/25. Not all data is produced quarterly and where figures refer to different periods this is highlighted in the comments section of the table.

Objective: A Fair Place to Live		
Milestones	**Target for Completion**	**Progress**
All four library of things are fully operational	March 2025	Benthyg Chepstow was officially relaunched in September, meaning that all four library of things are now fully operational.
Establish two additional cylch meithrin	First established September 2025, second established January 2027	Limited progress has been made to develop additional cylch meithrins due to a lack of suitable sites.
Establish childcare settings on the sites of Archbishop Rowan Williams Primary school and Trellech Primary schools	To establish the site at Trellech by March 2025 and Archbishop Rowan Williams by January 2027	The additional childcare setting on the site of Trellech Primary School has been established. A consultation on establishing a childcare setting on the site of Archbishop Rowan Williams Primary school will take place in the Autumn term.
Opening of the Magor and Undy Community Hub	August 2023	This has now been completed.
Disability Confident Employer (Level 2) Status attained	June 2024	This has now been completed.

County of Sanctuary Status attained	December 2024	We have been putting in place the actions required to secure county of sanctuary status. The final action is the creation of the Sanctuary Seekers Practitioner Network. This is a forum designed to ensure that the voices and experiences of sanctuary seekers inform service delivery and policy development. With this in place, the final application for accreditation will be submitted in December.
A new poverty and inequality action plan is approved by Cabinet	December 2024	It has been agreed that a new strategy or formal tackling poverty and inequality action plan is not the preferred option. We are reviewing our current activity to ensure our efforts to address poverty and inequality are considered consistently across our services and in collaboration with partners.

Measure	Previous Period	Latest Period	Target	Comment
Percentage of pupils choosing to receive universal free school meals	75	75	77	
i) The financial saving to communities (£) ii) Carbon saving (Kg Co2) from items borrowed through Benthyg Library of Things	i)28,028 ii)12,402	i)11,100 ii)6,072	i) £20,000 ii) 10,000	This figure is cumulative throughout the year.
Percentage of people participating in sporting activities three or more times a week	42	43	45	Latest is 2022/23, previous is 2021/22.
Number of children benefitting from MonLife-run free or subsidised play provisions	2,463	1,445	3,708	This figure is cumulative throughout the year.
Number of local employers who make the disability confident employer pledge	35	46	70	Latest is March 2025, previous is November 2024.
Percentage of people who volunteer	32	39	40	Latest is 2022/23, previous is 2019/20.
Percentage of the population who can speak Welsh	19.7	21.3	18	Latest is 2024/25, previous is 2023/24.

Objective: A Green Place to Live					
Milestones	**Target for Completion**	**Progress**			
New climate and nature emergency strategy approved by Cabinet	May 2024	This has now been completed			
Food strategy developed and approved	May 2024	This has now been completed			
Increased use of seasonal and/or local produce in schools, care homes and domiciliary care	May 2026	Work with partners is ongoing to increase the use of seasonal, local produce in schools and play activities across the county.			
Measure		**Previous Period**	**Latest Period**	**Target**	**Comment**
Carbon emissions ($kgCO_2e$) from the council's assets and operations		54,859	56,911	36,000	Latest is 2024/25, previous is 2023/24.
Percentage of our local authority fleet which is ultra-low emission		16.5	17.4	18	
Capacity (MW) of renewable energy equipment installed on the council's estate		6.722	6.815	6.75	Latest is 2024/25, previous is 2023/24.
Amount (kwh) of renewable energy generated from Council installations		5,271,000	5,536,808	4,893,750	Latest is 2024/25, previous is 2023/24.
Percentage of municipal waste sent for recycling, reuse or composting		72.2	71.9	72	This is provisional data which may be subject to change.
Number of active travel routes created or enhanced		19	2	18	This figure is cumulative throughout the year. These figures are linked to the funding available each year and the size and scale of projects delivered.

Objective: A Thriving and Ambitious Place		
Milestones	**Target for Completion**	**Progress**
Development of draft Placemaking Plans for Abergavenny, Magor with Undy and Monmouth	March 2025	Plans have now been developed and will be subject to approval by Cabinet.
Develop Economy, Employment and Skills Strategy	February 2024	This has now been completed.
Develop and approve NEET strategy	November 2024	This has now been completed.
Local Transport Plan supporting modal shift is produced	May 2024	This has now been completed.

Measure	Previous Period	Latest Period	Target	Comment
Total number of visitors to our heritage & culture sites	189,541	99,303	194,500	Latest figure is for the period April to September 2025. Target is for full year April 25- March 26. We are forecast to exceed the target.
Number of NEET young people supported into employment	New measure	10	25	This is an annual figure that was introduced in 2024/25. Latest is 2024/25.
Number of working age people supported into employment during the year through action by the local authority	82	58	82	Latest period total is cumulative throughout the year. Performance is linked to the funding available each year and the size and scale of projects delivered.
Percentage of school leavers not in education, employment or training	1.8	3.1	1.5	This is an annual measure. Previous is 2023, latest is 2024.

Percentage of care experienced young people who have completed at least three months in education, training or employment by the age of 19	52.5	65	60	Previous is 2023/24, latest is 2024/25.
Number of pre-starts and existing businesses assisted during the year by the local authority and its partners	89	48	100	Latest period total is cumulative throughout the year. Performance is linked to the funding available each year and the size and scale of projects delivered.

Objective: A Safe Place to Live					
Milestones	**Target for Completion**	**Progress**			
Replacement Local Development Plan approved by Council	July 2025	The Deposit RLDP was approved by Council in October 2025. This will now be sent to Welsh Government for public examination.			
The use of B&B accommodation is eliminated for households with children and young people	March 2027	There are currently 0 families in B&B accommodation.			
Rapid Rehousing Approach introduced	April 2023	This has now been completed. The Rapid Rehousing Approach was implemented in April 2023 and has contributed to increased focus on homeless prevention.			
Measure		**Previous Period**	**Latest Period**	**Target**	**Comment**
Number of affordable homes granted planning permission in year		46	108	75	This is an annual measure. Previous is 23/24, latest is 24/25.
Number of additional affordable homes delivered		61	71	80	This is an annual measure. Previous is 23/24, latest is 24/25.

Percentage of homeless households who are successfully prevented from becoming homeless	71	76	70	
Number of 16- and 17-year-olds in bed and breakfast accommodation	0	0	0	
Number of families in bed and breakfast accommodation	0	0	0	The corresponding milestone is the use of B&B accommodation is eliminated for households with children and young people by March 2027.
Number of homeless households in bed and breakfast accommodation	20	10	25	
Number of homeless households in temporary accommodation	140	158	150	

Objective: A Connected Place Where People Care		
Milestones	**Target for Completion**	**Progress**
Development of a young person's Placement Development Strategy	April 2024	This has now been completed.
Approval of a commissioning strategy to support a sustainable domiciliary care sector	May 2024	This has now been completed.

Measure	Previous Period	Latest Period	Target	Comment
The percentage of packages of reablement completed during the year that reduced or mitigated the need for support / positive outcome from reablement	55.7	62.4	60	
Percentage of adult service users who are happy with the care and support they have had	84.7	79.0	85	
Percentage of hours of long-term domiciliary care fulfilled	98.2	94.6	96	
Percentage of families reporting a positive outcome following a building stronger families team intervention	100	100	90	
Percentage of adult service users who have had the right information or advice when they needed it	78	74.4	80	
Percentage of children who are looked after by the local authority who are placed with in-house foster carers	35.8	36	43	This measure shows the percentage of children looked after by the local authority who are placed with in house foster carers. At the end of September, for all children in foster placements, 36% were placed with IFAs compared with 64% placed with in-house or kinship carers.
Percentage of young people engaged in the youth service Shift project who perceive an improvement in their mental health / emotional well-being	90	100	85	
Number of schools, volunteers, local interest groups and partners involved in nature-based health and wellbeing projects and initiatives across the county	41	56	30	

Objective: A Learning Place		
Milestones	**Target for Completion**	**Progress**
Attendance and Engagement Strategy updated to strengthen systems and processes to improve and sustain high levels of attendance in line with new Welsh Government Guidance	September 2024	A range of policies have been updated to support increased attendance levels. These include the Council attendance policy, primary and secondary school attendance model policies and fixed penalty notice policy.
Inclusion Strategy approved by Cabinet	November 2024	This has now been completed. The Inclusion Strategy and ALN Policy were approved by Cabinet in November 2025.
Quality Assurance of Additional Learning Provision across the county via school's finance forms and provision pyramids is completed. Additional Learning Provision (ALP) meets the needs of vulnerable learners in the county and is of good quality	Regular Assessment	Almost all schools have submitted their finance forms and provision pyramids for quality assurance.
Additional Learning Need Coordinators and Specialist Resource Base Leads are engaged in quality assurance processes around the consistency and impact of Additional Learning Need provision through Additional Learning Provision forum and cluster / Specialist Provision and Outreach Team	Regular Assessment	Individual Development Plans moderation has taken place at both a cluster and Local Authority level. Secondary supported self-evaluation for ALN / ALP outcomes have been shared with ALN coordinators and Headteachers; where relevant action plans have been developed with schools or existing plans added to.
A new carbon neutral, 3- 19 school is opened in Abergavenny	Phase 1 April 2025, Phase 2 April 2026	Phase 1 was completed in April 2025 with completion of the new school building.
A strategic review of school catchments is completed, and recommendations are made to Cabinet	Annual review of policy	The School Admissions Policy 2025/26, including a review of school catchment areas, was approved by Cabinet in April 2024, in which it was agreed to accommodate the villages of Tredunnock, Llanhennock and Llandegveth into the catchment area for Usk Church in Wales Primary School.

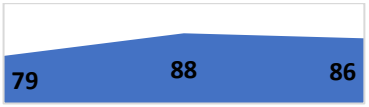
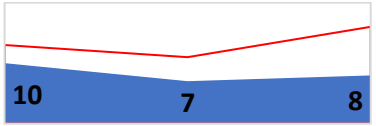
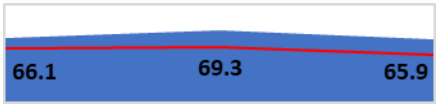
Deliver a new non-maintained nursery in Trellech, invest S106 funding to improve the infrastructure at Castle Park and Archbishop Rowan Williams schools and improve and develop the buildings used to accommodate the Pupil Referral Service	Trellech March 2025, Archbishop Rowan Williams January 2027	Trellech Nursery building was completed and opened in February 2025. A consultation on establishing a childcare setting on the site of Archbishop Rowan Williams Primary school will take place in the Autumn term.
A new Welsh-medium seedling provision is opened in Monmouth	September 2025	We opened Ysgol Gymraeg Trefynwy on the site of Overmonnow Primary school in September 2024.
A newly refurbished Welsh-medium primary school is opened	Opened and refurbished September 2025	We have secured a new site for Ysgol Y Fenni which will increase the capacity of the school from 210 to 420 pupils. The refurbishment of the new site has been delayed due to issues arising in the construction process. Work is underway and is planned to be completed by September 2026.

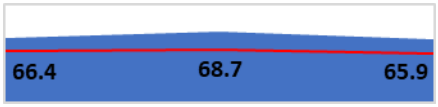
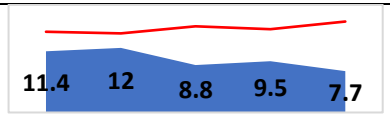
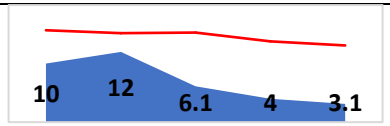
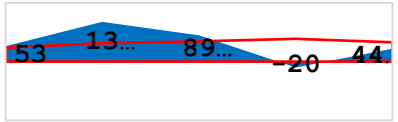
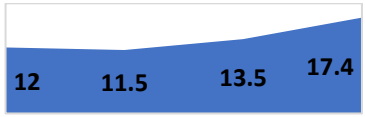
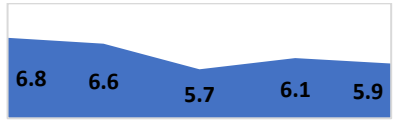
Measure	Previous Period	Latest Period	Target	Comment
Pupil attendance (brackets show efsm figure) i) primary ii) secondary	i) 93.6 (89.0) ii) 88.2 (75.8)	i) 93.9 (89.1) ii) 90.1 (79.8)	i) 94 (92) ii) 94 (92)	Previous is 2023/24 academic year data. Latest is 2024/25 academic year.
Percentage of schools engaged in professional learning related to Emotionally Based School Avoidance (EBSA); Trauma Informed Approaches; and Autism	79	94	100	
Number of Reception learners in Welsh medium schools	56	57	85	Previous is 2023/24, latest is 2024/25.
Number of children transitioning from a Welsh language primary school to a Welsh language secondary school	27	22	46	Previous is 2023/24, latest is 2024/25.
Number of young people supported by Inspire (in school support/outreach support/post 16 support) to achieve an additional qualification and / or achieve a life skill	186	73	133	

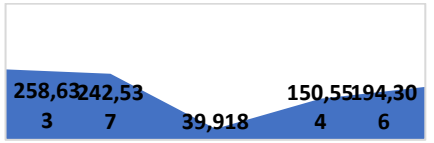
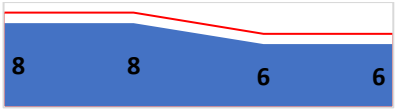
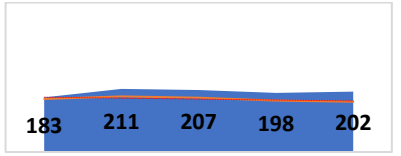
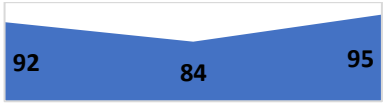
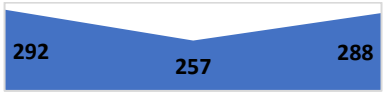
Total number of enrolments by adult learners on community education courses including Coleg Gwent franchise courses	937	909	950	Previous is 2023/24, latest is 2024/25.

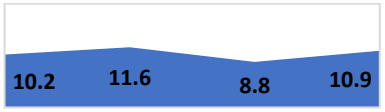
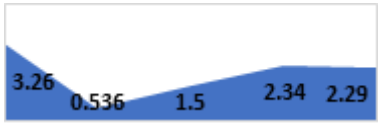
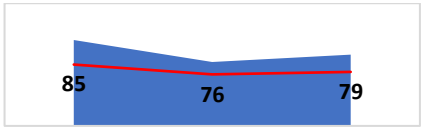
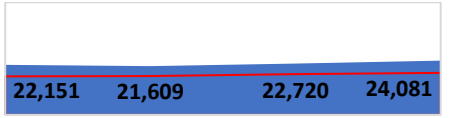
Latest update on the longer-term measures in Community & Corporate Plan 2022-2028

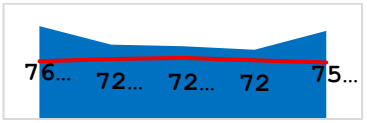
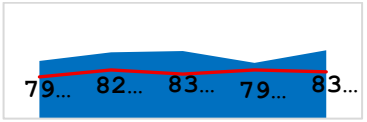
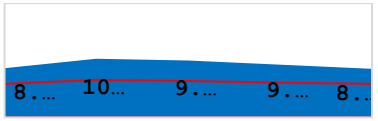
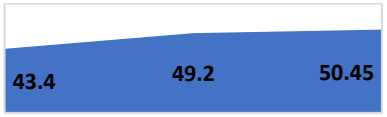
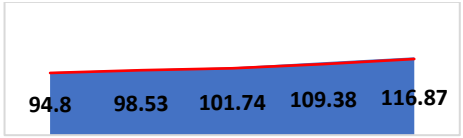
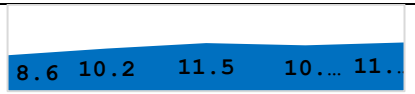
The table below provides the latest data on measures that are being tracked to inform the work in the plan. We want to see positive movement in these measures but they are things where our input is only part of a much bigger picture and so we are not able to set targets against them. Wales data is included in red, where available.

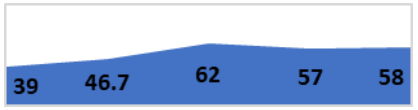
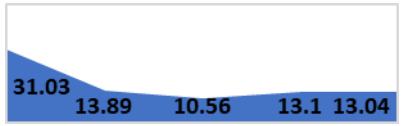
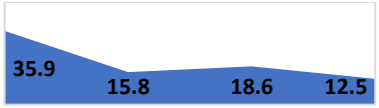
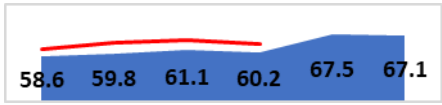
Longer term measures in Community & Corporate Plan 2022-2028	Trend	Latest
A Fair place to live		
Percentage of people satisfied with their ability to get to/ access the facilities and services they need		86
Percentage of people living in households in material deprivation		8
Healthy life expectancy - female (years)		65.9

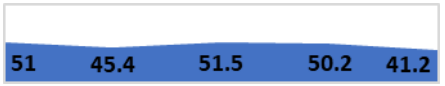
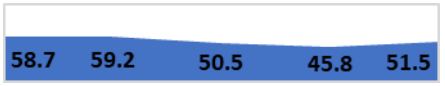
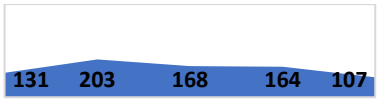
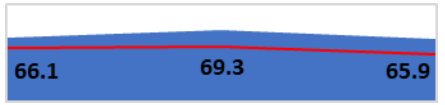
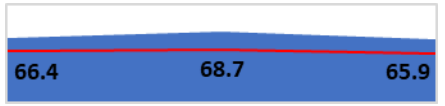
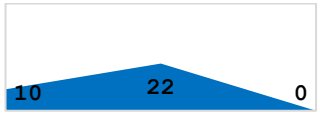
Healthy life expectancy – male (years)		65.9
Gap in healthy life expectancy between most and least deprived areas - female (years)		7.7
Gap in healthy life expectancy between most and least deprived areas – male (years)		3.1
Difference in average pay between men and women working in the county (£)		44.3
Percentage of children living in relative low-income families		17.4
Percentage of residents who feel ‘People in my local area get on well and help each other’	New measure - Trend data not available	78.1
Percentage of residents who feel ‘People in my local area pull together to improve the local area’	New measure - Trend data not available	63.8
A Green place to live		
Average carbon emissions per capita in Monmouthshire (tonnes)		5.9

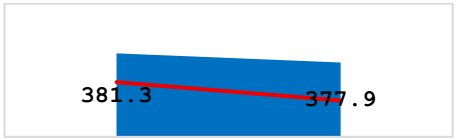
Number of rail passenger journeys		194,306
Average level of nitrogen dioxide pollution in the air (µg/m3), measured at Air Quality Management Areas in Monmouthshire		6
Average annual residual household waste produced per person (kilograms)		202
Percentage of the Special Area of Conservation river catchment waterbodies that fail the phosphorus targets	Trend data not available	88 for Usk 67 for Wye
Percentage of people who agree that their local area has a clean environment	New measure - Trend data not yet available	58.8
A Thriving and Ambitious place		
Percentage of people satisfied with their local area as a place to live		95
Average hourly town centre footfall		288

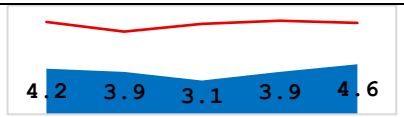
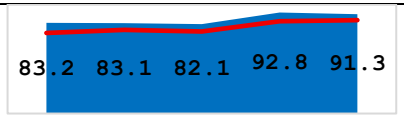
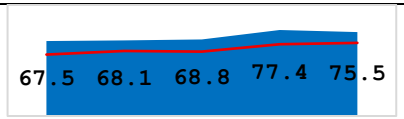
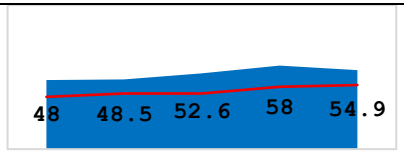
Percentage of vacant town centre premises		10.9
Annual economic impact of tourism (£)		329.8
Number of tourists visiting the county (million)		2.29
Percentage of people who attend or participate in arts, culture or heritage activities three or more times a year		79
Percentage of adults with qualifications at different levels of the national qualification framework i) no qualifications, ii) qualified to level 2 or above, iii) qualified to level 3 or above iv) qualified to level 4 or above	Update in learning place below	Update in learning place below
Gross disposable household income per head (£)		24,081
Percentage unemployed i) females ii) males	Data not available	Data not available

Percentage employed – female		75.3
Percentage employed – male		83.6
Percentage of council expenditure spent in local supply chain through public sector contracts	Data not yet available	Data not yet available
Percentage increase in active travel route usage	Trend data not yet available	4.1
A Safe Place to Live		
Median house prices compared to median workplace-based earnings		8.51
Percentage of all homes in the county with an energy efficiency rating of 'C' or above		50.45
Average weekly rent for social housing in Monmouthshire		116.87
Average time (months) homeless households spend in Band 1 with a homeless duty before moving on to settled/permanent accommodation		11.67

Percentage of social housing allocated to homeless households		58
Number of overall crimes recorded		6,152
Number of recorded crimes - sexual offences		200
Number of recorded crimes - public order offences		722
Rate of anti-social behaviour incidents per 1,000 population		13.04
Percentage of residents who feel safe when outside in their local area during the i) day ii) night	New measure - Trend data not yet available	i) 90.29 ii) 66.19
Percentage of those referred to the youth offending service who subsequently re-offend		12.5
A Connected Place Where People Care		
Percentage of children supported to remain living with their family (not including children looked after)		67.1

Percentage of adult service users who feel part of their community		41.2
Percentage of children looked after supported to remain in Monmouthshire		51.5
Number of carers and young carers supported by the carers team		76
Percentage of people who are lonely		12
Percentage of adults with two or more healthy lifestyle behaviours	Trend data not available	93
Healthy life expectancy at birth (female)		65.9
Healthy life expectancy at birth (male)		65.9
Percentage of people who agree 'People in my local area get on well and help each other'	New measure – Trend data not yet available	78.1
A Learning place		
Number of permanent exclusions across primary and secondary schools		0

Rate of permanent exclusions across primary and secondary schools		0
Rate of fixed term exclusions - primary (all)		46
Rate of fixed term exclusions - primary (eFSM)		178.7
Rate of fixed term exclusions - secondary (all)		478.8
Rate of fixed term exclusions - secondary (eFSM)		1,444.4
Capped 9 Point Score – All pupils		369.8
Capped 9 Point Score - Females		377.9
Capped 9 Point Score - Males		362.2

Capped 9 Point Score - eFSM		304.7
Percentage of adults with qualifications at different levels of the national qualification framework i) no qualifications		4.6
Percentage of adults with qualifications at different levels of the national qualification framework ii) qualified to level 2 or above		91.3
Percentage of adults with qualifications at different levels of the national qualification framework iii) qualified to level 3 or above		75.5
Percentage of adults with qualifications at different levels of the national qualification framework iv) qualified to level 4 or above		54.9
Percentage of learners studying for an assessed qualification in Welsh as a subject	Data not yet available	93.3