



monmouthshire
sir fynwy

Monnow Street Project – Report of Consultation Appendices

Community Exhibition Comments

Community Survey Results Analysis

March 2023

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1) Introduction

This document provides the analysis of the results from the completed community survey that was made available as part of the Monnow Street project design and consultation process that has taken place between October 2022 and March 2023.

It also presents comments made during the face to face consultation on the 11th and 15th February.

2) Survey Promotion and Availability

The survey was the main form of feedback that people could use to provide comments on the proposed design for Monnow Street in Monmouth town centre. The survey was made available from Friday, the 10th of February upto midnight on Sunday, the 5th of March. It was made available through a number of mediums:

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

The consultation opportunity was promoted by:

- A press release distributed to local and regional media;
- The use of outdoor correx posters at key sites across the town centre;
- Use of County Council social media accounts, specifically Facebook and Twitter;
- The opportunities to engage was emailed out to local stakeholder groups, town centre businesses, town and community councils, was emailed out to contacts generated through the design process.

3) The Response

The survey received 546 touchpoints with 522 completed responses (24 dropped out having not viewed the design proposal). 409 online responses were received, with 137 hard copies received. 544 were submitted in English and 2 in the medium of Welsh. The County Council also received 20 emails through its MCC Regeneration and officer email accounts.

Image 1 - Consultation Promotion



View Monnow Street Proposal

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

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

17th to the 3rd March - Window Display 22 Agincourt Square
View Proposal at www.monmouthshire.gov.uk
Have Your Say www.surveymonkey/link
Consultation Closes - Friday, 3rd March

To find out more please email McCregeration@monmouthshire.gov.uk or phone Claire Sullivan on 07714 325276

Eich barn chi – y Camau Nesaf 14 Have Your Say – Next Steps

Eich Barn Chi:
Dioch am gymryd yr amser i weld y cynigion dylunio llyn ar gyfer Stryd Mynwy yn Nlledfynwy. Gallwch gyflwyno'ch sylwadau mewn sawl ffordd:

- Yn bersonol gydag aelod o'r tîm dylunio neu swyddog Cyngror Sir yn yr arddangosfa gyhoeddus
- Trwy gwblhau fersiwn brintiedig o'r arolwg y gellir ei adael yn yr arddangosfa ar 11 a 15 Chwefror neu yn llyfrgell, Canolfan Hamdden neu Neuadd Sir Trefynwy
- Edrych ar y cynigion yng nghyntedd Canolfan Gymunedol Trefynwy, Whitecross Street rhwng 17 Chwefror a 4 Mawrth
- Cwblhau'r arolwg ar-lein trwy glicio ar y ddolen ar ein gweddalen
- Os oes gennych unrhyw sylw penodol na ellir ei gymwys yn yr arolwg, e-bostwch ni ar McCregeration@monmouthshire.gov.uk neu ffonwch Claire Sullivan ar 07870 489158

Gallwch weld yr arolwg naill ai trwy'r ddsen gan glicio'r Tŷ wedi, neu trwy sganio'r ddolen QR hon: <https://www.surveymonkey.co.uk/r/ArrolwgCymunedolProiectStrydMynwy>

Yr ymgynghoriad yn cau am 5pm, dydd Sul, 5 Mawrth

Have Your Say:
Thank you for taking the time to view these design proposals for Monnow Street in Monmouth. You can feedback your comments in a number of ways:

- In person with a member of the design team or County Council officer at the public exhibition
- By completing a printed version of the feedback survey which can be handed in at the exhibition on the 11th and 15th February or at Monmouth library, Leisure Centre or Shine Hall
- View the proposals in the foyer of Monmouth Community Hub, Whitecross Street between the 17th February and the 4th March
- By completing the on-line survey by clicking on the link on our website page
- If you have a specific comment that cannot be included in the survey, please email us at McCregeration@monmouthshire.gov.uk or phone Claire Sullivan on 07870 489158

You can access the survey via either the following link to the website, or by scanning this QR code Link: <https://www.surveymonkey.co.uk/r/monnowstreet>

Consultation closes at 5pm, Sunday, 5th March

A yw cymlyn Stryd Mynwy yn edrych fel rhywle yr hoffoch ei weld? Does the Monnow Street design look more like a place you would visit?

Y Camau Nesaf...

Ar ôl y cyfnod ymgynghori byddwn yn:

- Darlenn a dadansoddi eich ymateb
- Cyhoeddi adroddiad llawn o'r ymgynghoriad
- Dweddiari'r Cyngror Sir ar y broses dylunio
- Rhoi gwybod i'r gymuned leol a sefydliadau rhanddeiliaid ar ganlyniad proses dylunio Stryd Mynwy

☎ Claire Sullivan 07870 489158

Next Steps...

After the consultation period has finished we will:

- Read and analyse your feedback
- Publish a full report of consultation
- Update the County Council on the design process
- Inform the local community and stakeholder organisations on the outcome of the Monnow Street design process

📧 Monmouthshire County Council: McCregeration@monmouthshire.gov.uk

Proiect Stryd Mynwy Monnow Street Project

4) Community Exhibition – Comments

During the face to face consultation on the 11th and 15th February, members of the public were directed to complete the feedback survey, but in addition some made comments on post it notes around the large plan on display. These were the themes and comments made.

- These plans look great – we need to prioritise pedestrians over traffic
- All very well to cater for the summer with outdoor cafes, winters are wet here – go back to option 1
- We need people to live in town centres and this plans looks like a good place to live. Great scheme!
- Why can't you leave our town's main street alone. Stop the waste of money on this – return it to normal
- Really good. More space = more people. Well done.
- I feel the scheme will force more traffic onto the A40
- As pretty as this looks if there are not shops to visit, why will people either shop or visit?
- Thanks for the consultation
- What a stupid idea. Plus its not very practical. The Council obviously have money to waste.
- The day after Welsh Gov announced a ban on new road projects – what? Climate change – get people out of cars.
- Please go back to pre-covid design. Many older people have temporary mobility issues can cannot get blue badge so not able to use disabled parking.
- You have made a wholly mess of Monnow Street. None of your proposals is sensible one of putting it back to what it was in 2019. The last thing Monmouth needs is a cycle lane. We constantly do need a one way system which is accident waiting to happen – put it back!!

- For the older and infirm – the fewer the cars the better – some of us cant drive and park outside the shops we want. The smooth pavement in Agincourt Square are great.
- Prioritise the retailer interest and restore the street to its former historic layout which was much wider
- Very disappointed that this is the first public consultation. Seems a fait accompli. Cannot see if parking spaces are wider than the new design can accommodate the same number of spaces
- Put it back the ways it was driving through town, sorry put it back as the street is a mess
- I love the new look, so fed up of the “moaners”. Would they prefer a clogged-up, fume ridden street? Have they been to Abergavenny lately?
- Put in back to what it was – leave it alone

Pedestrianisation

- Pedestrianize please – at least one way and cycle lane, if not
- Full pedestrianisation – no pollution, safety.
- 2 open electrical vehicles (as in National Trust properties) would link car parks and travel up and down Monnow Street allowing a 1 way system or pedestrianisation – i.e. far fewer cars
- Could we install telescopic bollards to adapt Monnow Street to future demands (summer pedestrianisation for example)
- People first, then cycling. Our environment is suffering due to too much car use. Better public transport for all. Our children need a future.

Crossings

- There are too many crossings which will cause cars to stop and start -keep 4 and eliminate 2
- Looks a not like a zebra town
- We do not need all these crossings
- St Johns Street pedestrian crossing goes onto road

- More crossings are great
- This plan is not possible with the 6 zebra crossings, more exhaust fumes from the stop start. Shops closing. If it was new town it would be possible. Look after our heritage.
- 10 dedicated crossing points unnecessary and will cause more pollution from stationary traffic
- Please consider crossings areas at the top in the vicinity of the Punch House public houses
- Dangerous zebra crossing by Robin Hood

Accessibility

- Let's have some wheelchair users involved in the planning and consultation
- Please widen and flatten pedestrian areas – for easier wheelchair access
- Please improve wheelchair access
- These are great. My daughter uses a wheelchair and at last we will have a Monmouth which is accessible
- Ensure edge from pavement to road is clear and visible – avoid problems from Hereford City
- Too many tables and chairs restricting walking

Linkages

- We need access from the furthest car parks that is beyond the M&S car park straight through into Monnow Street then it would be used much more and relieve Monnow Street
- Please include on drawings pedestrian access to car parks behind Hancocks. We can and should have more links to the top end of town via No. 10 Monnow Street.

Loading and Parking

- More free parking required
- We need to make sure parking and loading restrictions are policed
- Unloading bays – we have always needed them

- Some loading bays appear excessive in some places because the call for them is less. For example two outside Mon Fabrics when probably only one is required.
- Radius to parking bay edges
- Motorhome parking is needed in the town
- Parking and loading needs to be enforced
- What about improving access for loading at the back of Monnow Street
- What about restricted times for loading
- No parking for tourists, pay and display prevents visitors spending time in upper part of the town
- Not enough parking, pavements are too wide
- Loading and unloading use restricted times

Planting

- Use bronze cowl in rain gardens
- Love the rain gardens and wider pavements
- Who is going to look after them – handy place for fag ends
- Remove added greenery on south side to improve both parking and traffic flow
- Will there be a contract in place to maintain the plants
- Who will prune and weed the green spaces?
- Ensure appropriate trees and shrubs are planted, consult in-house arboriculturist at MCC
- Too many trees and other obstructions
- Upkeep of green planting and more consultation on what is suitable
- Good to see trees and gardens to improve what was a grey and rundown looking street – we need to encourage visitors to a bright and welcoming high street.

Cycling

- Improve access for cyclists would be appreciated
- Extra width or priority would be beneficial – narrowing of street has potential risk of car doors opening onto cyclists

Image 2 - Photos from 2 Day Face to Face Consultation



Source: Roberts Limbrick

Public Transport

- Could a more suitable bus station be included in the plans?
- These plans take no consideration of the bus routes to and from the bus station. The emphasis has been solely on appearance without taking into account how this town operates.

Young People

- Could you share these plans in the comp – young people need to be involved?

Cost

- Can we as residents know the cost before an agreement is reached?
- The tourist don't pay our excessive Council tax! What about the locals
- Funding – where is the it coming from and how much will it cost. The consultancy team don't seem to have an idea of cost. Temporarily with no funding – return to as it was
- What is cost?

Other

- If the central road could be lighter coloured material instead of tarmac it would life the whole scheme and make the road look wider
- Road looks narrow in places almost single vehicle passing
- More outdoor seating if possible
- Disabled parking at the museum - not reduced kerbs
- Renditions do not show enough cars – sadly Monmouth is not this quiet
- Salt and pepper coffee stalls outside very dangerous with hot tea and coffee being carried across a narrow public pavement
- Is there any possibility to either remove or radically adjust the public toilet building , it's a real eye sore!

- Current planters look messy and how much did they cost?
- The pinch point causes lines of traffic coming up the road
- You ned to lower business rates to encourage trade, no amount of tarting up will compensate if not enough shops are open
- Pavements are flooded with new design – tatty planters – totally out of place in historic town
- Kings Heath in Birmingham ran an interesting project, with changes to traffic and parking which led to lower pollution and increased business

5) Community Survey Results – Overall

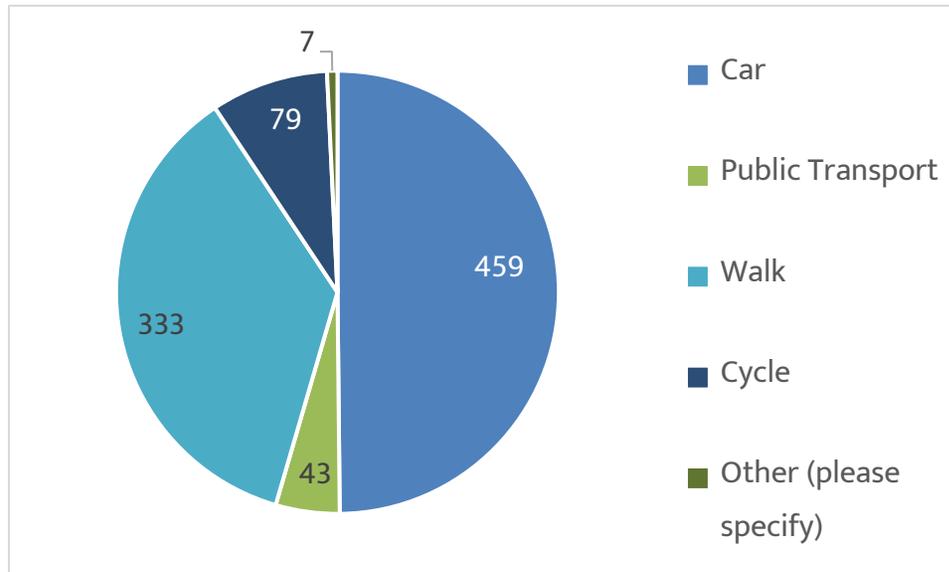
About You

Please indicate which of the following best applies to you.



Source: Monnow Street Community Survey n=546

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

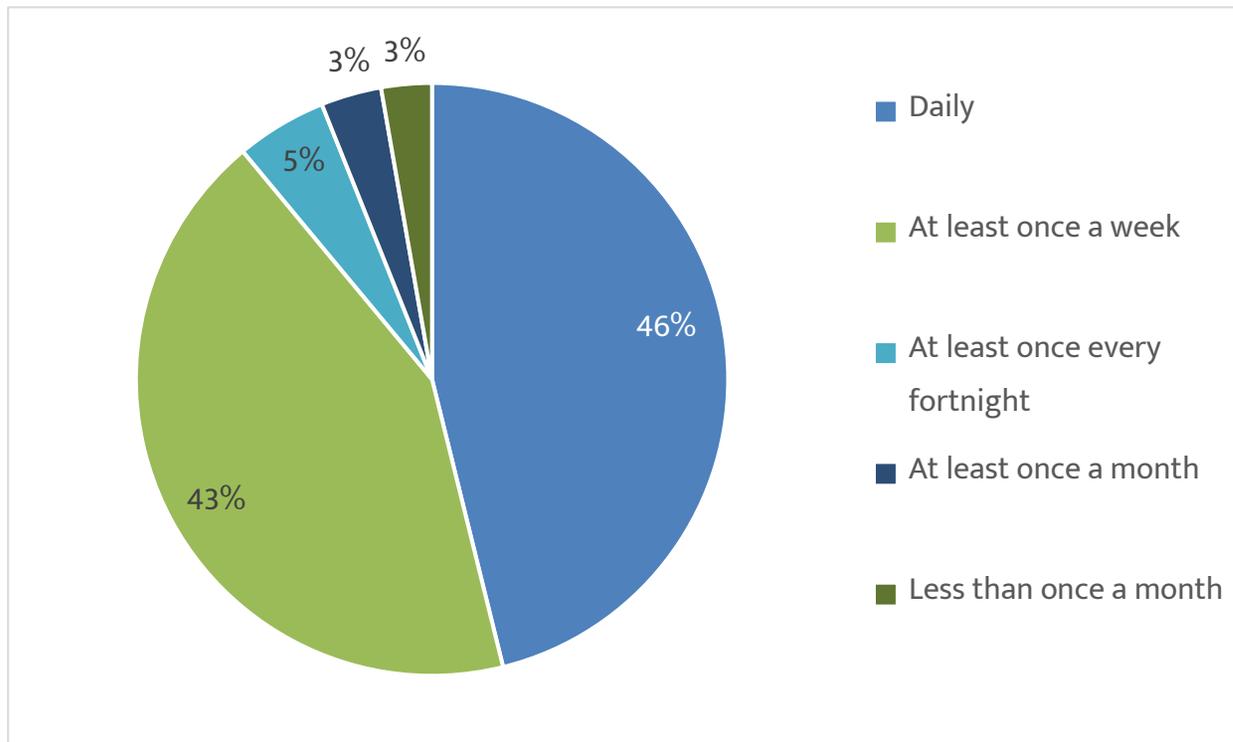


Source: Monnow Street Community Survey n=546

Others

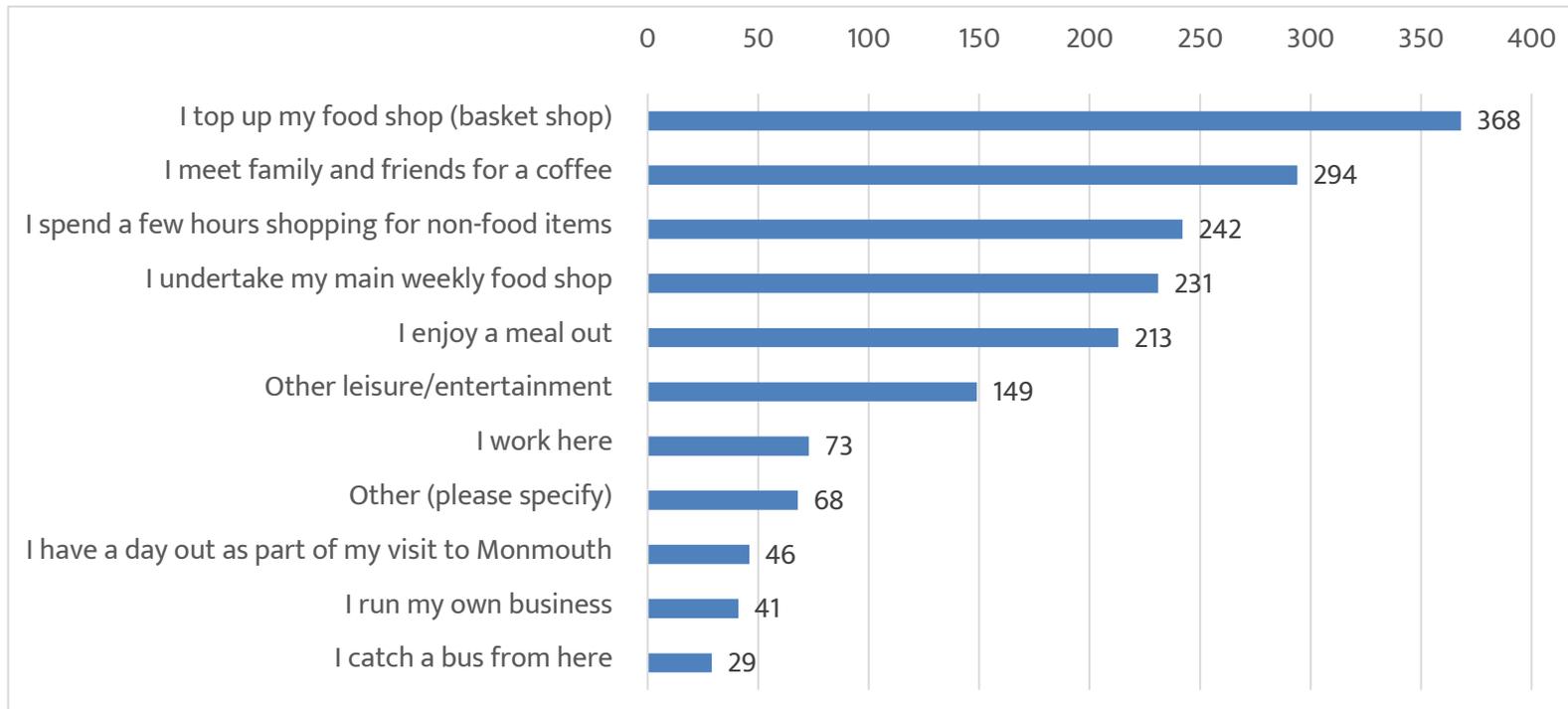
- Motorised disability scooter
- Car to the car park opposite Bridges, then walk.
- There is no public transport where I live
- Park in a car park not on Monnow Street - no need or any car to park on Monnow Street
- Van
- Scooter
- Have to walk, can't park the car anywhere

How often do you visit Monnow Street?



Source: Monnow Street Community Survey n=546

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



Source: Monnow Street Community Survey n=546

Other

- Medical appointments
- Drive through on way back from leisure centre
- Passing through briefly for food and non food shopping
- To visit Leisure Centre Gym
- I spend time there with my friends on the way somewhere
- To hang out with my friends and catch up

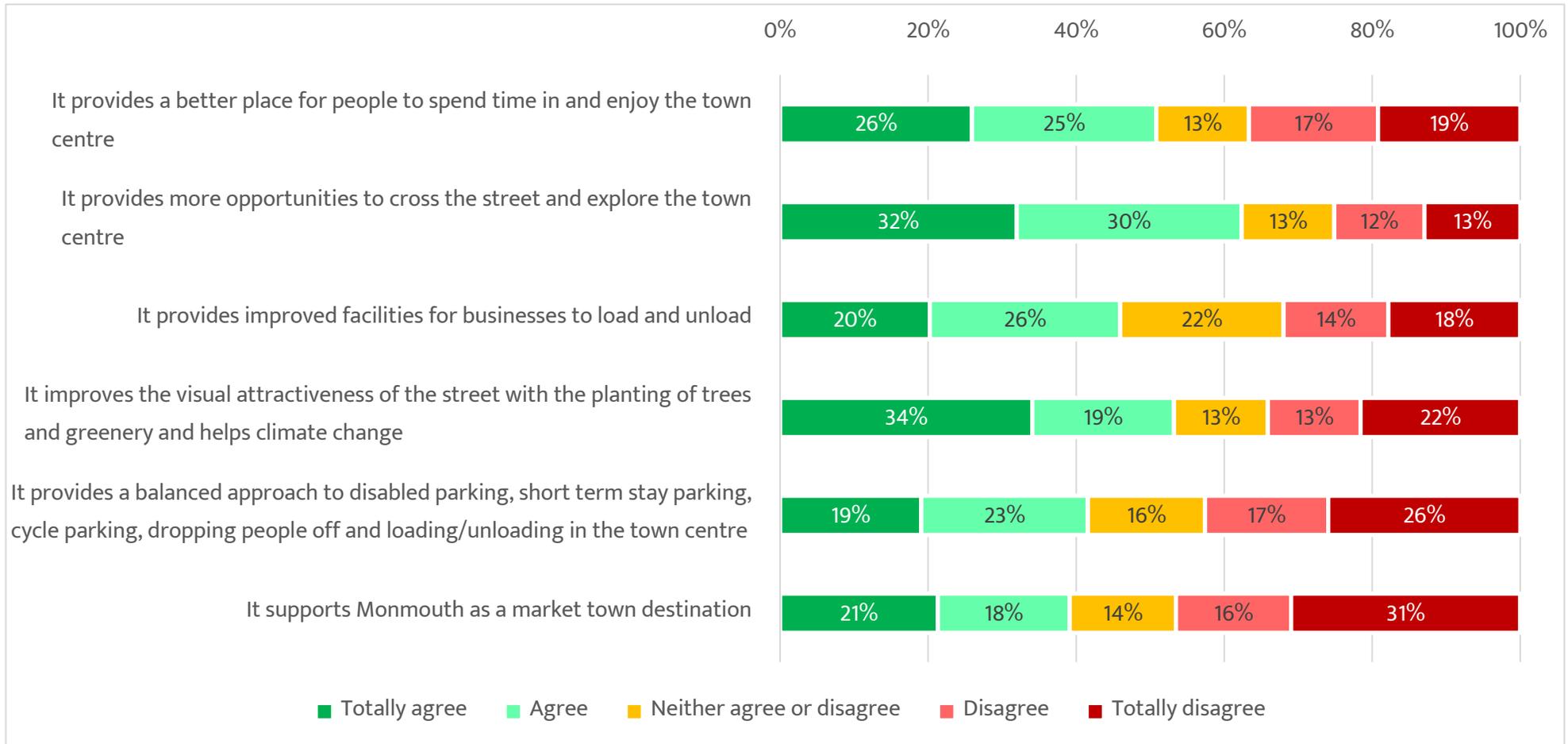
- I walk to school
- I go to school here
- I want to use the post office, then shop. It is so user unfriendly now I use the post office in Redbrook and the town has lost my shopping money
- I drop into Monmouth very frequently to take our children to school and back and to children's sporting activities
- Past business owner for over 20 years
- Cinema
- Necessary short visits: Bank, Post Office, Chemist and Hair Dresser
- move goods from Bridges Charity shop
- I do a big food shop
- Until retiring in 2021, I spent nearly 40 years working professionally in Monmouth as an architect.
- Buy newspaper
- I live in Monnow Keep
- Visiting St Mary's Priory Church
- To visit my building society
- As part of a walk
- I go out for my break from work
- Cycle destination from s yat
- Take elderly residents I care for into Monmouth as their only trip outside their house.
- Visit the library & Leisure Centre
- Time out occasionally
- Doctors

- I visit to check on my property Hebron Hall just off Monnow Street and also to collect our children from school in Monmouth.
- I pass through Monnow Street on my way to / from home
- I volunteer in a charity shop
- Specific non-food shopping e.g. Chemist when needed.
- Visit to Post Office
- Business related visit
- Medical visit
- Exercise (walking)
- Live in Monnow Street
- I travel through the town to get to work on the Wonastow industrial estate
- I walk through the town to other areas, particularly the leisure centre
- School Run, After School activities.
- Visit a public house
- Short Non-food shop
- Collect Grandchildren from school
- Visit to pharmacy, doctor's etc
- Cycle commuting
- Walking
- Doctors, pharmacy, opticians, Bank, post office
- Baby groups
- Walk the dog and pass through on way to gym
- Kids clubs

- Sewing class once a week
- Pass through to take kids to Osbaston school
- Just to take my disabled husband out we never manage to park and end up going elsewhere.
- Home bargains shopping
- The Savoy
- Car for relative in Monnow Keep
- Pick up prescription
- I come to look after our elderly parents, run errands for them and drive them to appointments etc
- School Run
- Medical appointments
- Visit the Savoy
- Visiting post office
- Live in the street
- My children are at school in Monmouth

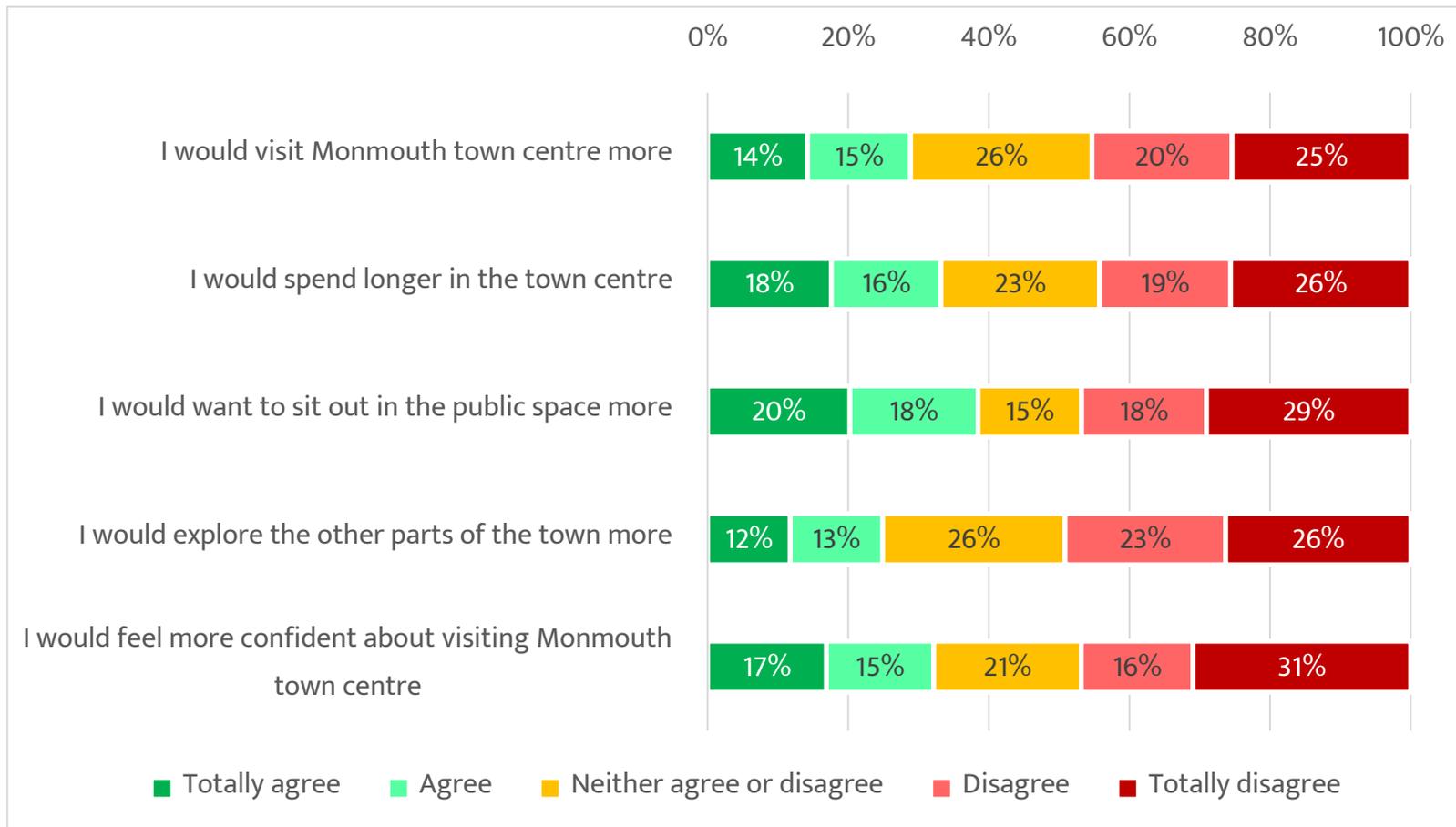
The Proposed Design

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



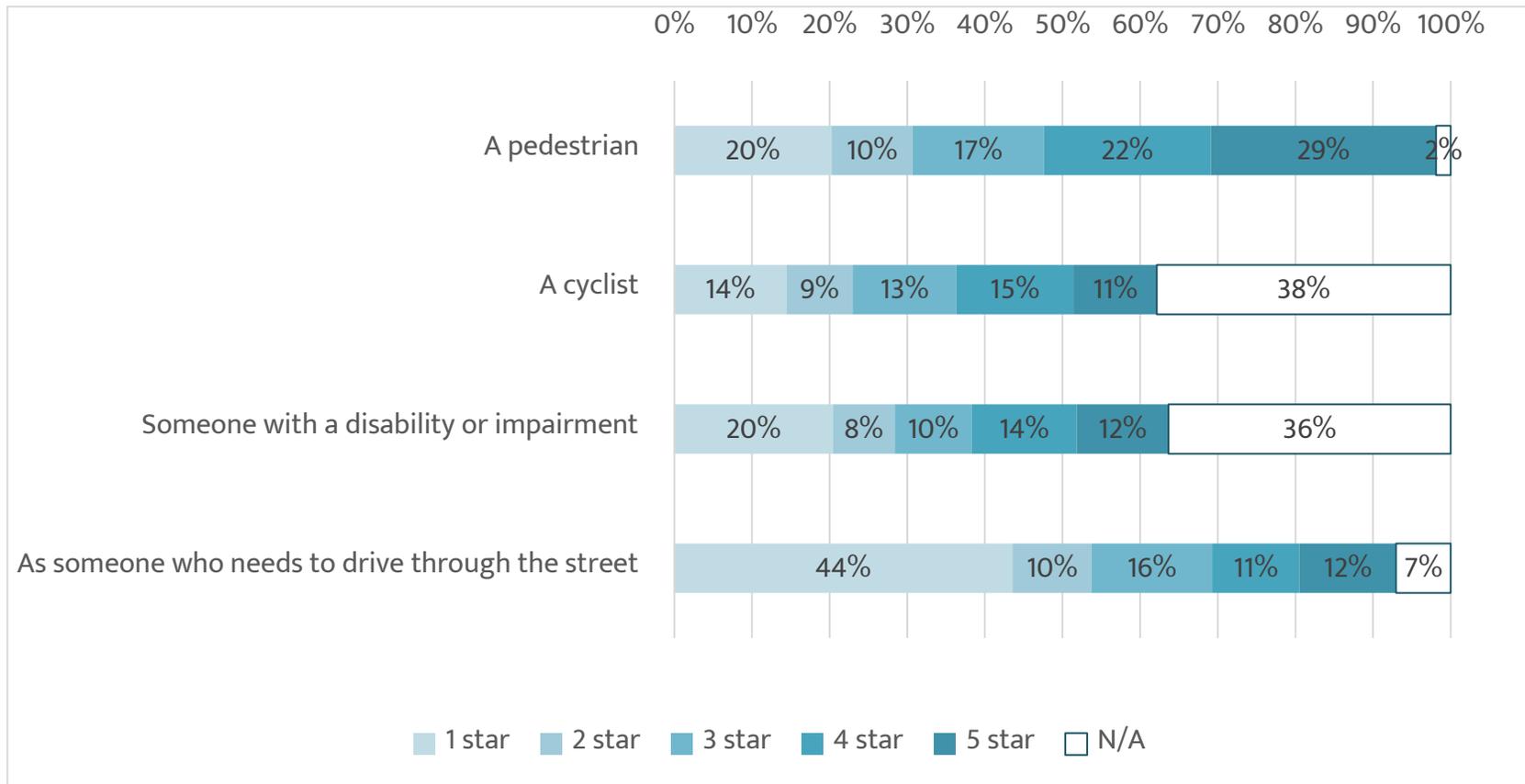
Source: Monnow Street Community Survey n=497

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



Source: Monnow Street Community Survey n=495

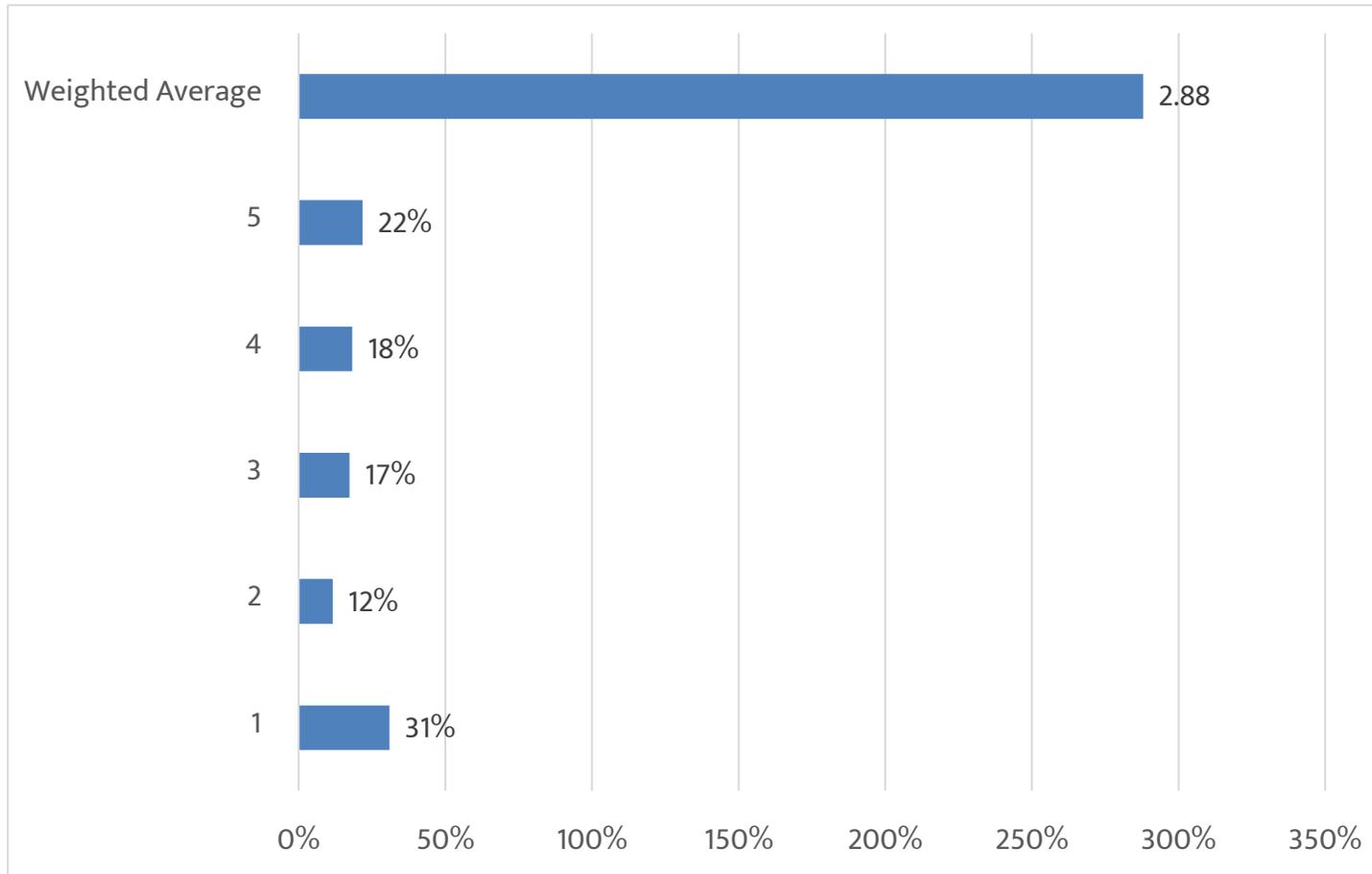
To what extent do you rate the proposal as i) a pedestrian ii) a cyclist iii) someone with a disability or impairment and iv) as someone who needs to drive through the street?



Source: Monnow Street Community Survey n=493

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

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



Source: Monnow Street Community Survey n=449

Summary of Overall Survey Results

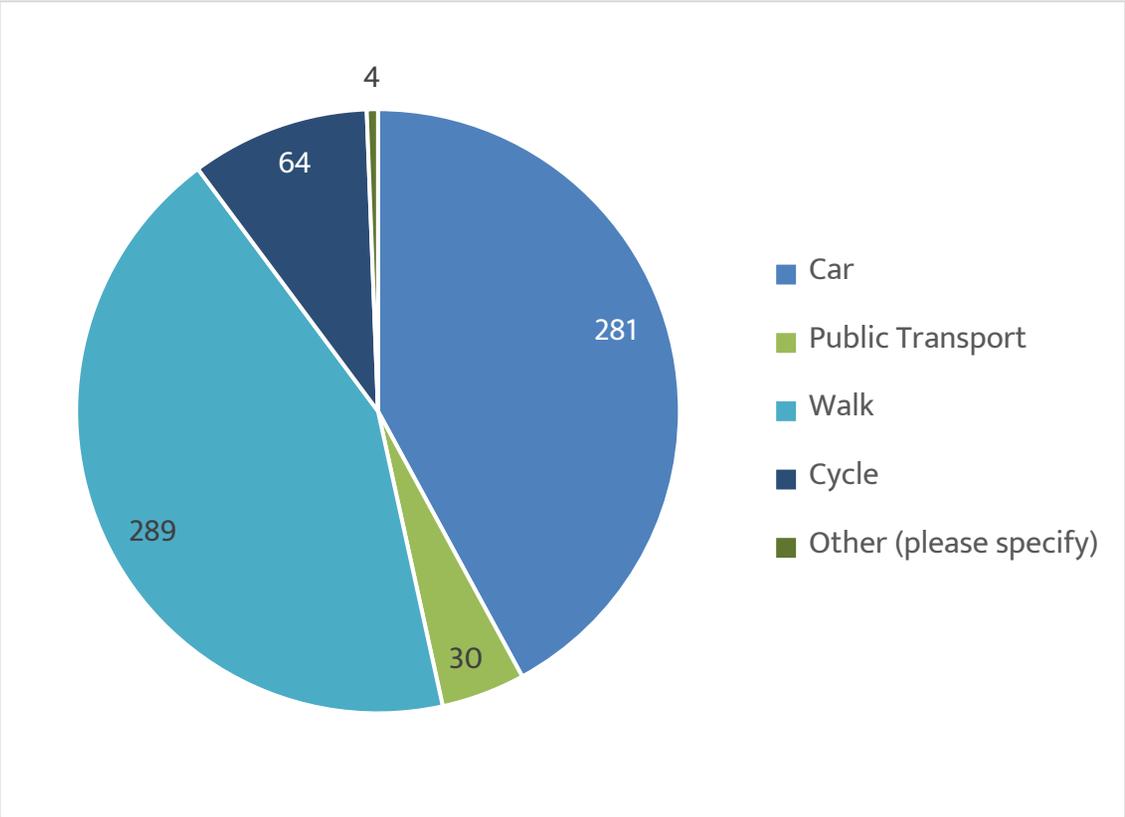
- 355 of the 546 respondents identified that were a Monmouth town resident (65%), with 116 respondents living within the rural catchment (21%), and 50 working in the town (9%); 19 business owners in Monnow Street completed the survey with an additional 20 respondents either owning a business in other town centre locations or in the wider town;
- 84% of respondents use a car to travel to Monnow Street, 60% walk, 14% cycle and 8% use public transport;
- 46% of respondents make daily trip to Monnow Street, with 43% visiting at least once a week, and 5% at least once every fortnight;
- Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (67%), meet family and friends for a coffee (54%), shopping for non-food items (44%), undertake a mainly weekly food shop (42%), enjoy a meal out (39%) or take part in a leisure or entertainment activity (27%);
- When rating the design proposal:
 - 51% either totally agree or agree that it provides a better place to spend time in compared to 36% who disagree or totally disagree;
 - 62% either totally agree or agree that provides more opportunities to cross the street and explore the town centre compared to 25% who disagree or totally disagree;
 - 46% either totally agree or agree that it provides improved facilities for businesses to load and unload compared to 32% who disagree or totally disagree;
 - 53% either totally agree or agree that it improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change compared to 35% who disagree or totally disagree;
 - 42% either totally agree or agree that it provides a balanced approach to disabled parking, short term stay parking, cycle parking and dropping off compared to 43% who disagree or totally disagree;
 - 39% either totally agree or agree that it supports Monmouth as a market town destination compared to 47% who disagree or totally disagree;
- When rating the proposal if it was to be completed:

- 29% either totally agree or agree that they would visit Monmouth town centre more compared to 45% who disagree or totally disagree;
- 34% either totally agree or agree that they would spend longer in the town centre compared to 45% who disagree or totally disagree;
- 38% either totally agree or agree that they sit out in the public space more compared to 47% who disagree or totally disagree;
- 25% either totally agree or agree that they would explore the other parts of the town more compared to 49% who disagree or totally disagree;
- 32% either totally agree or agree that they would feel more confident about visiting Monmouth town centre compared to 47% who disagree or totally disagree;
- When rating the proposal from a specific perspective, respondents rated the proposal as follows:
 - pedestrians rated 3.3/5
 - cyclists 3/5
 - someone with a disability or impairment 2.8/5 and
 - for someone who needs to drive through the street 2.3/5
- In reviewing the project aim of “*To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town*”, respondents scored this on average as 2.88/5.

6) Survey Results – By Respondent Type – a Monmouth Resident

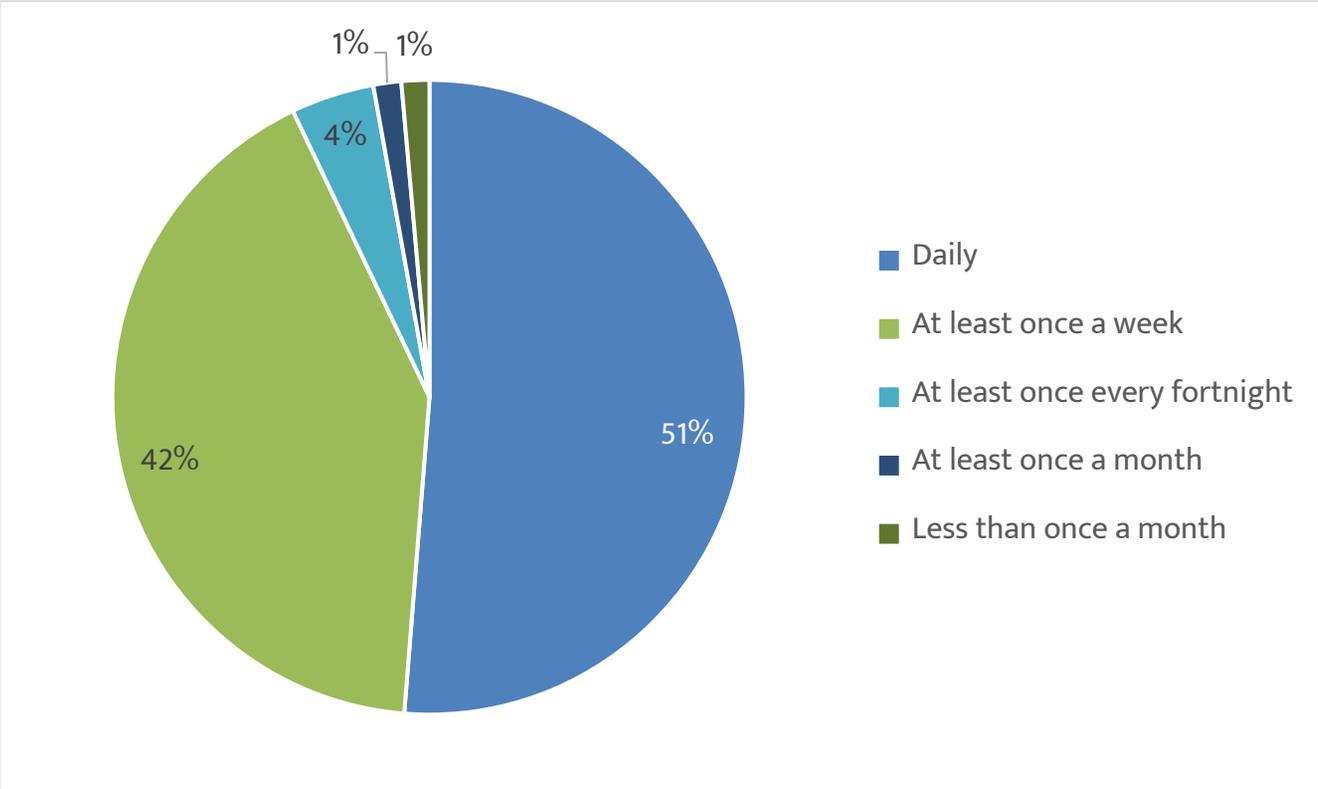
About You

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



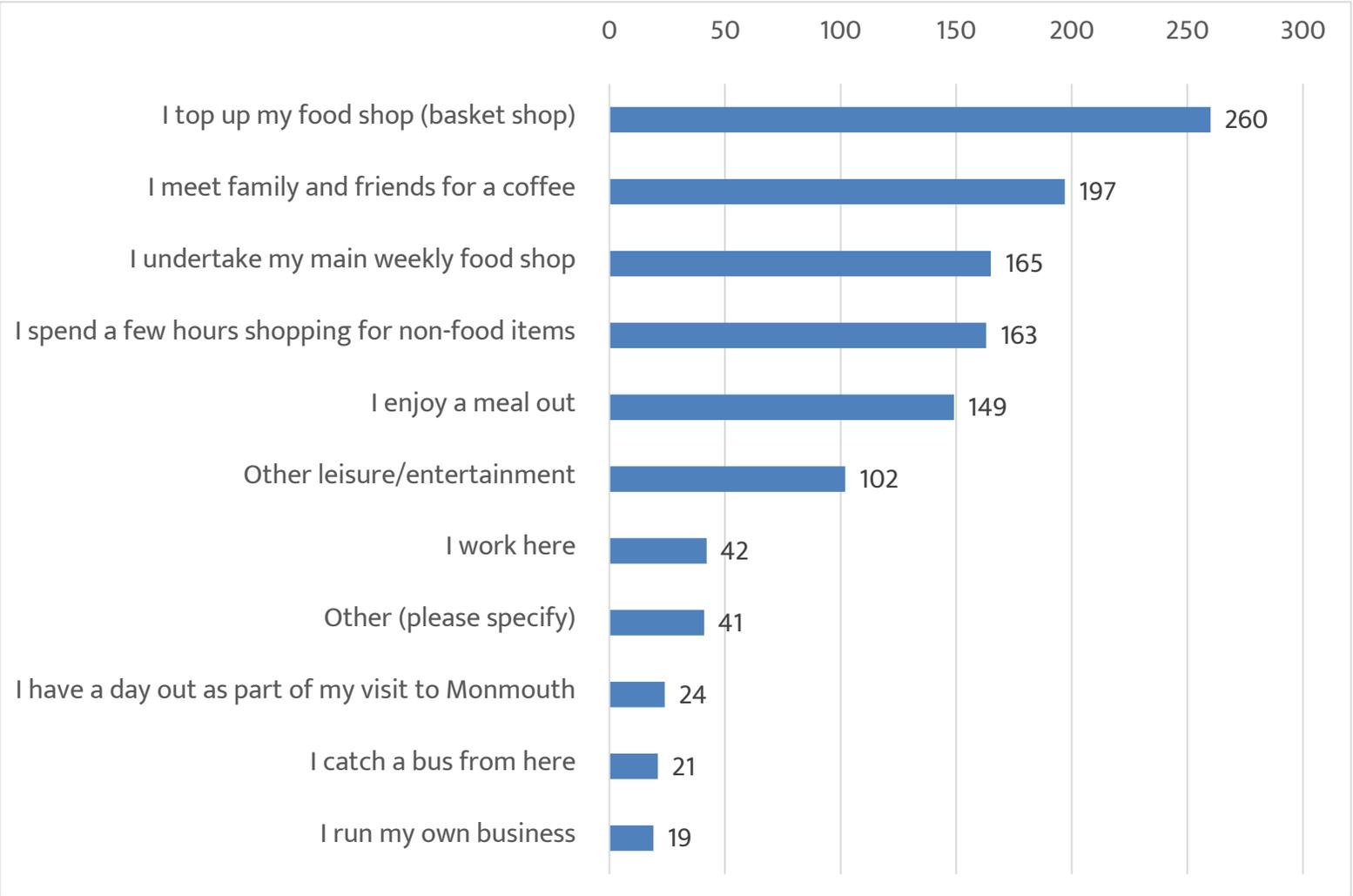
Source: Monnow Street Community Survey n=354

How often do you visit Monnow Street?



Source: Monnow Street Community Survey n=354

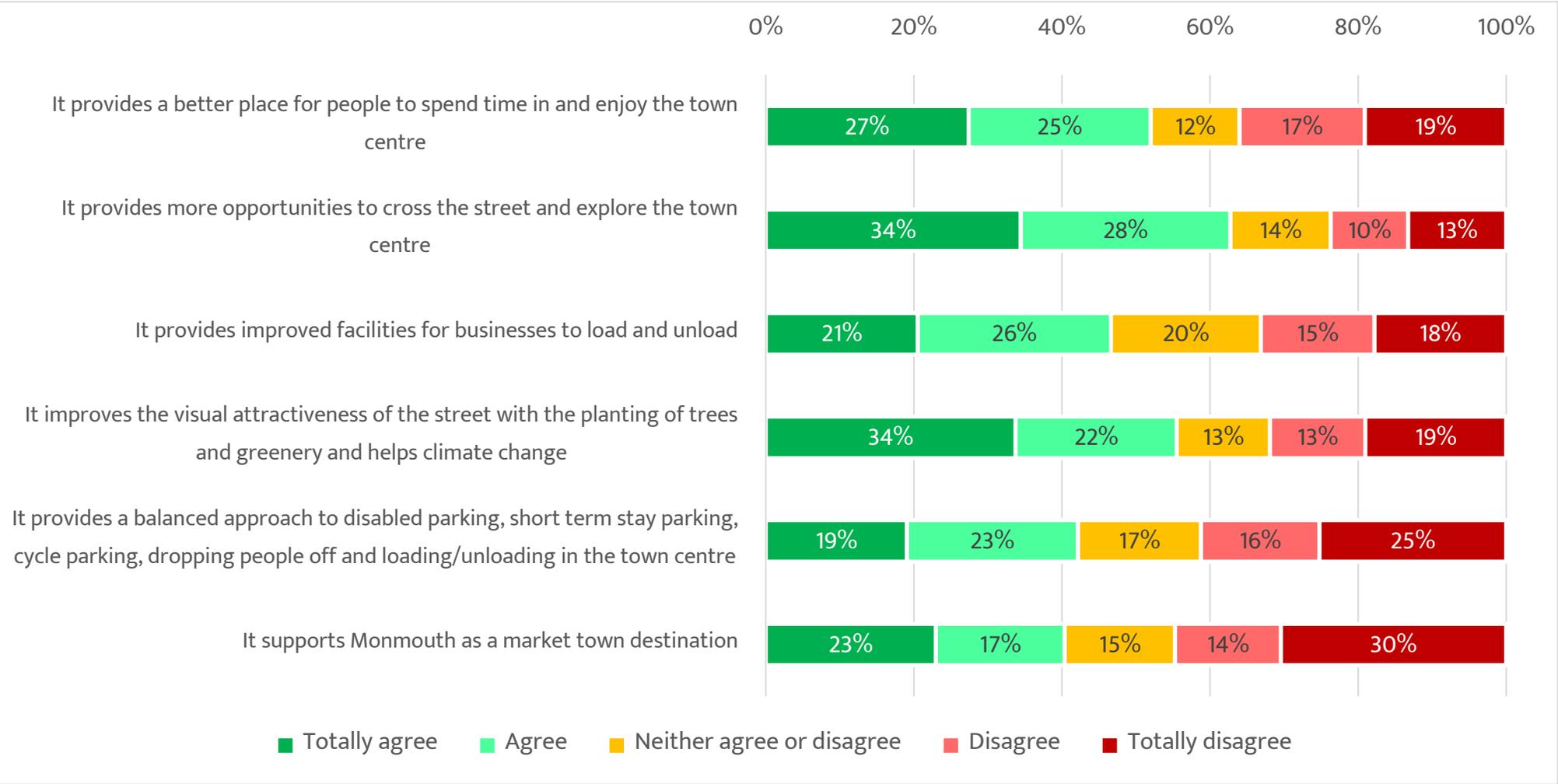
What are the main reasons you visit Monnow Street? (Tick all that apply)



Source: Monnow Street Community Survey n=355

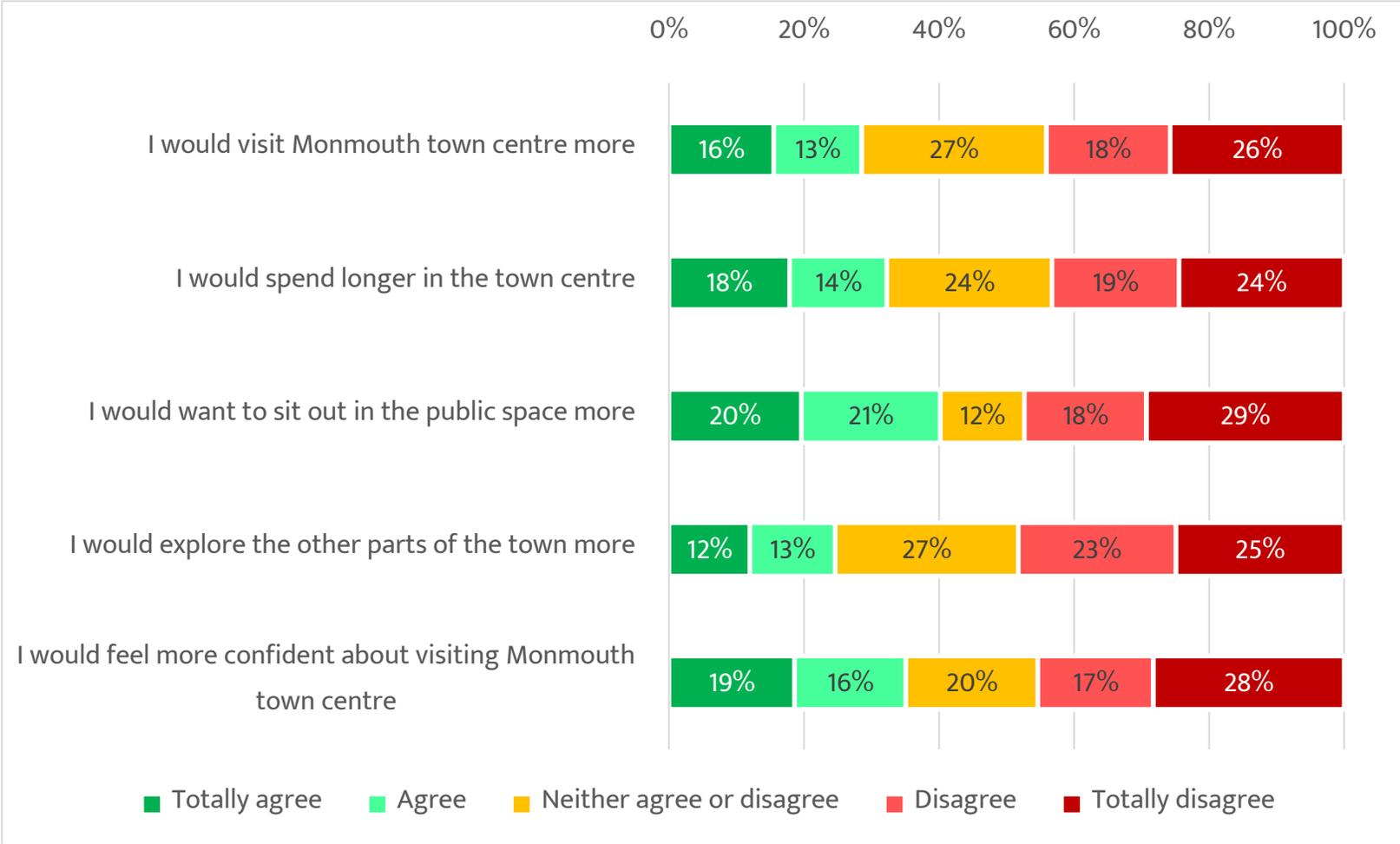
The Proposed Design

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



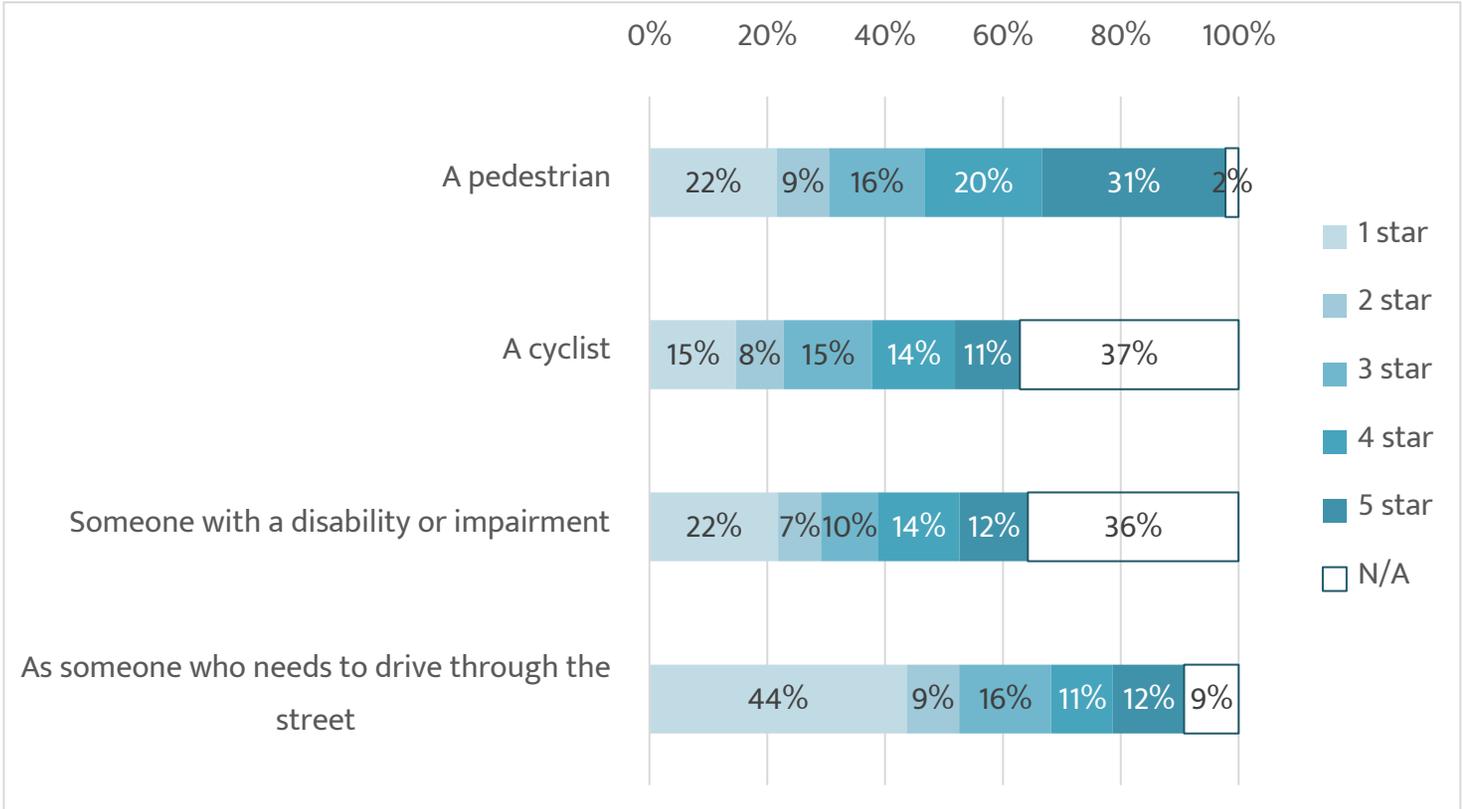
Source: Monnow Street Community Survey n=327

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



Source: Monnow Street Community Survey n=327

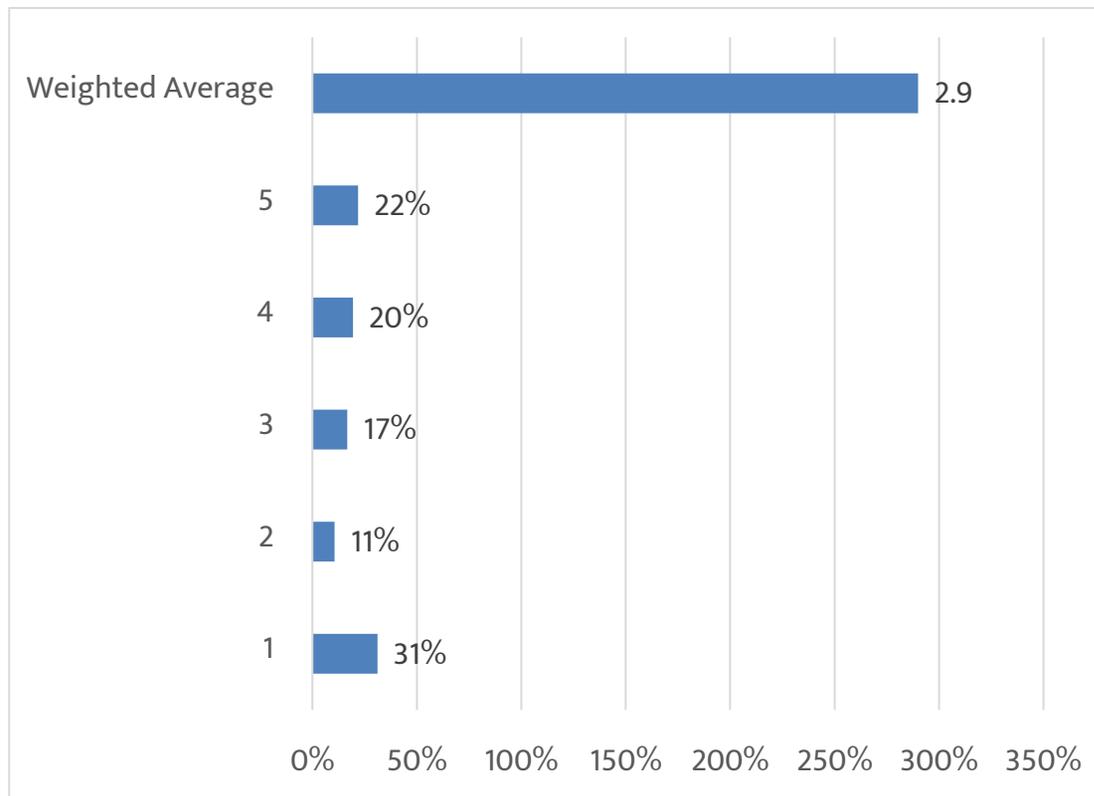
To what extent do you rate the proposal as i) a pedestrian ii) a cyclist iii) someone with a disability or impairment and iv) as someone who needs to drive through the street?



Source: Monnow Street Community Survey n=327

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

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



Source: Monnow Street Community Survey n=327

Summary of Monmouth Resident Survey Results

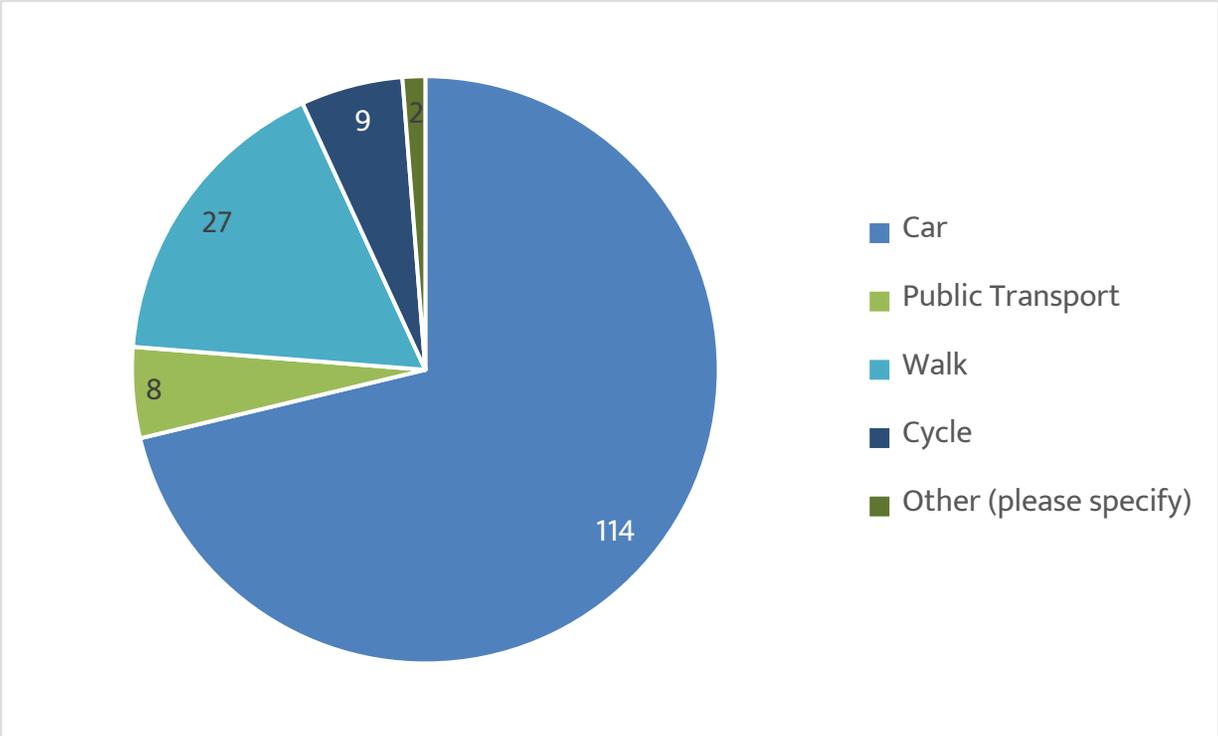
- 79% of respondents use a car to travel to Monnow Street, 82% walk, 18% cycle and 9% use public transport;
- 51% of respondents make daily trip to Monnow Street, with 42% visiting at least once a week, and 4% at least once every fortnight;
- Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (73%), meet family and friends for a coffee (56%), undertake a mainly weekly food shop (47%), shopping for non-food items (46%), enjoy a meal out (42%) or take part in a leisure or entertainment activity (29%);
- When rating the design proposal:
 - 52% either totally agree or agree that it provides a better place to spend time in compared to 36% who disagree or totally disagree;
 - 62% either totally agree or agree that provides more opportunities to cross the street and explore the town centre compared to 23% who disagree or totally disagree;
 - 47% either totally agree or agree that it provides improved facilities for businesses to load and unload compared to 33% who disagree or totally disagree;
 - 56% either totally agree or agree that it improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change compared to 32% who disagree or totally disagree;
 - 42% either totally agree or agree that it provides a balanced approach to disabled parking, short term stay parking, cycle parking and dropping off compared to 41% who disagree or totally disagree;
 - 40% either totally agree or agree that it supports Monmouth as a market town destination compared to 44% who disagree or totally disagree;
- When rating the proposal if it was to be completed:
 - 29% either totally agree or agree that they would visit Monmouth town centre more compared to 44% who disagree or totally disagree;

- 32% either totally agree or agree that they would spend longer in the town centre compared to 43% who disagree or totally disagree;
- 41% either totally agree or agree that they sit out in the public space more compared to 47% who disagree or totally disagree;
- 25% either totally agree or agree that they would explore the other parts of the town more compared to 48% who disagree or totally disagree;
- 35% either totally agree or agree that they would feel more confident about visiting Monmouth town centre compared to 45% who disagree or totally disagree;
- When rating the proposal from a specific perspective, rated the proposal as follows:
 - pedestrians rated 3.3/5
 - cyclists 3/5, 2.8/5
 - someone with a disability or impairment 2.8/5
 - for someone who needs to drive through the street 2.3/5
- In reviewing the project aim of “*To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town*” respondents scored this on average as 2.90/5.

7) Survey Results – By Respondent Type – a Resident Who Lives Outside the Town e.g. Dingestow

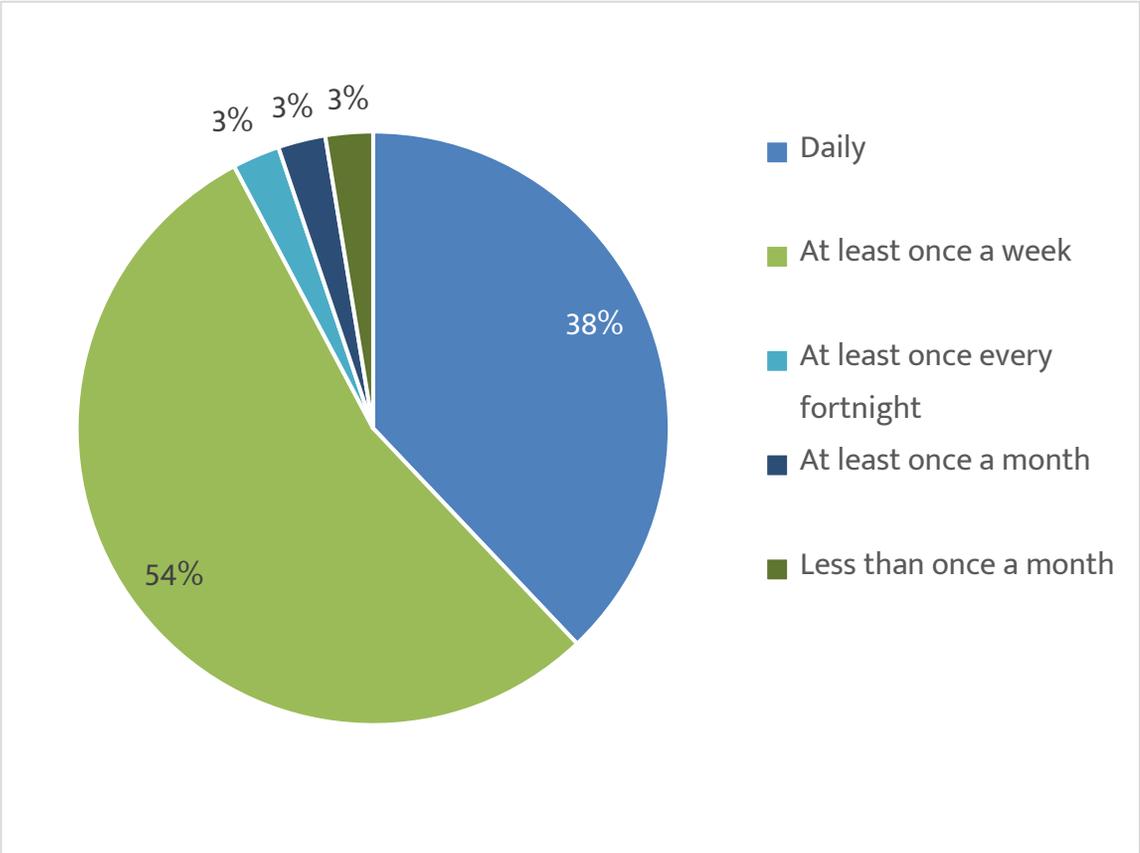
About You

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



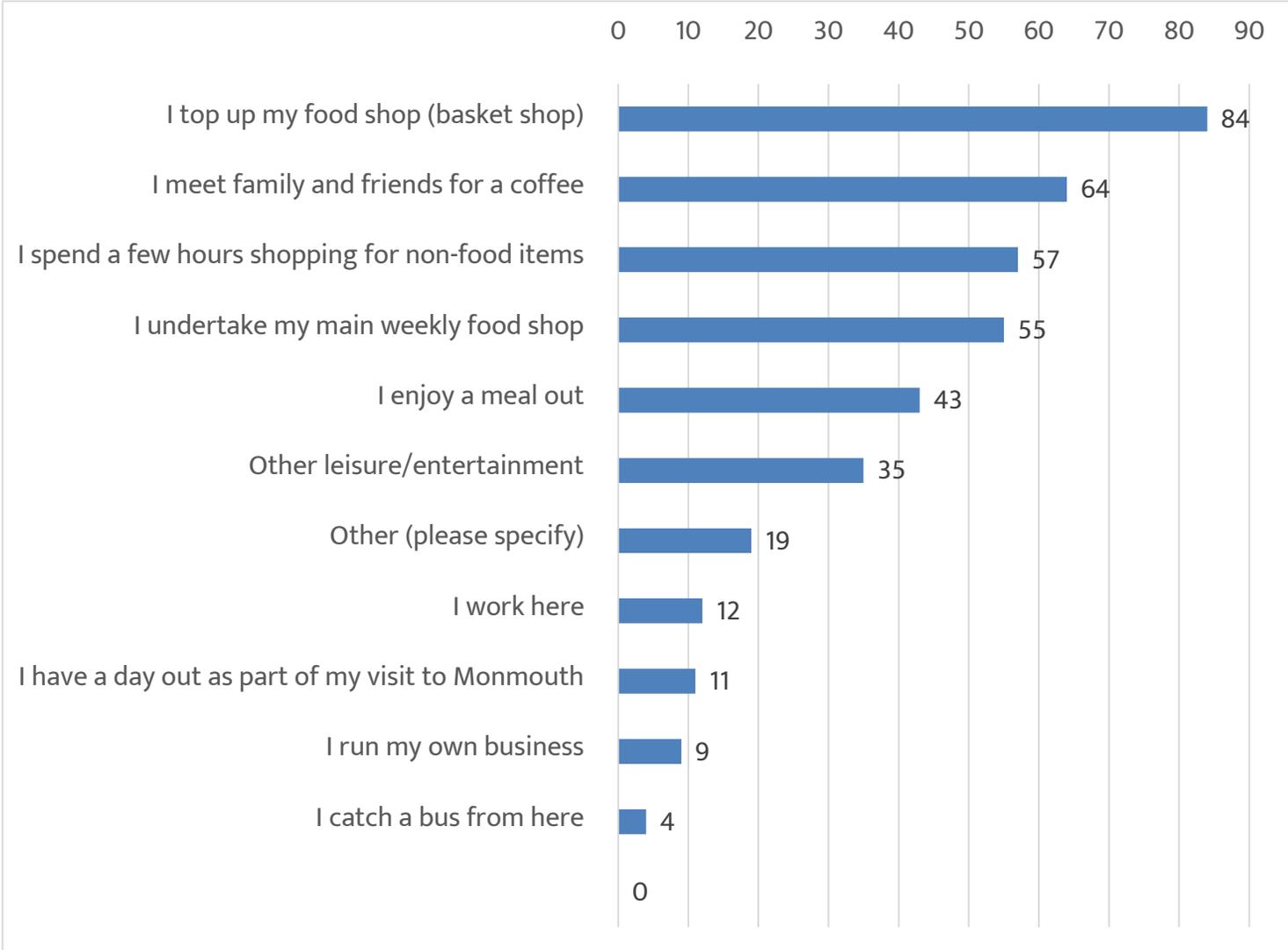
Source: Monnow Street Community Survey n=116

How often do you visit Monnow Street?



Source: Monnow Street Community Survey n=116

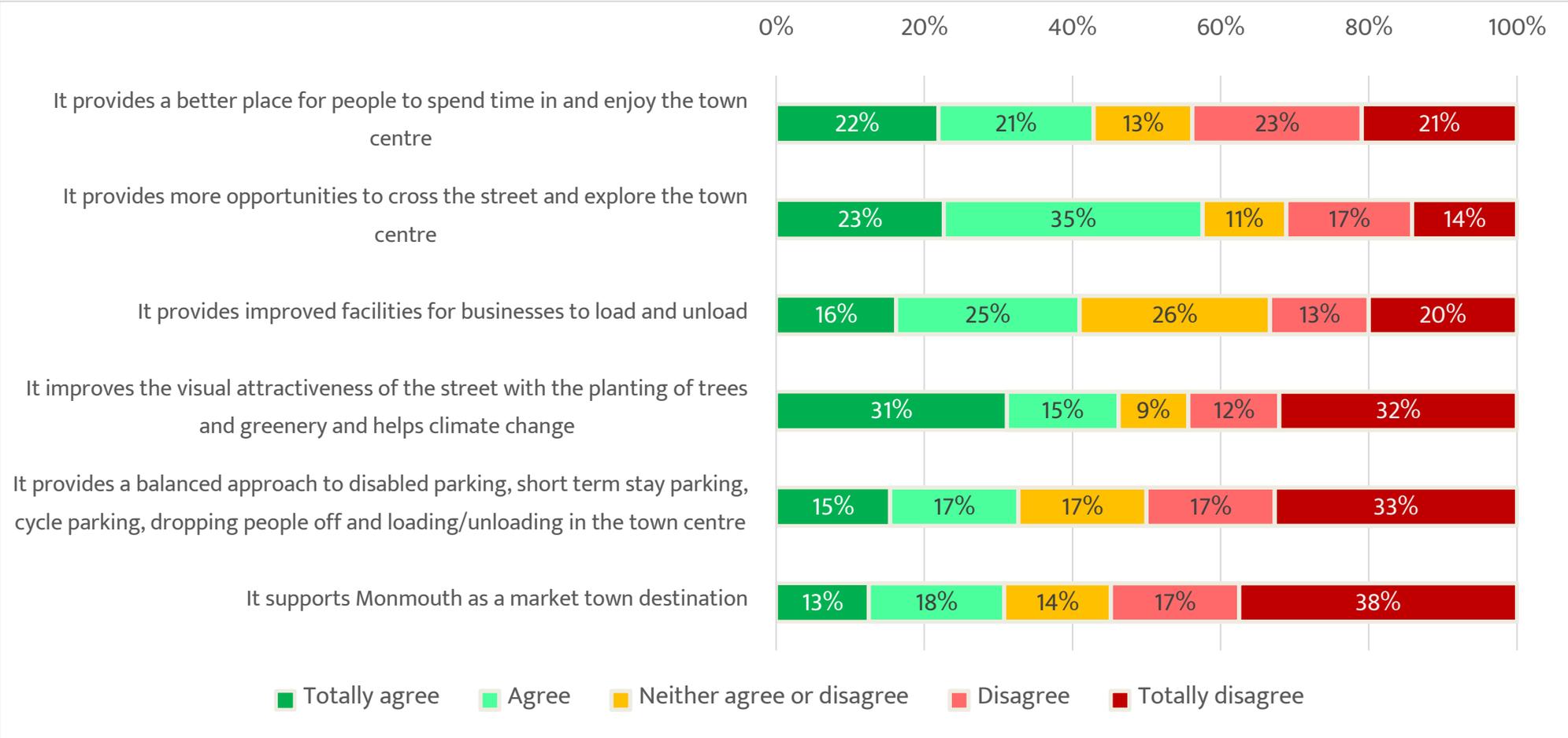
What are the main reasons you visit Monnow Street? (Tick all that apply)



Source: Monnow Street Community Survey n=116

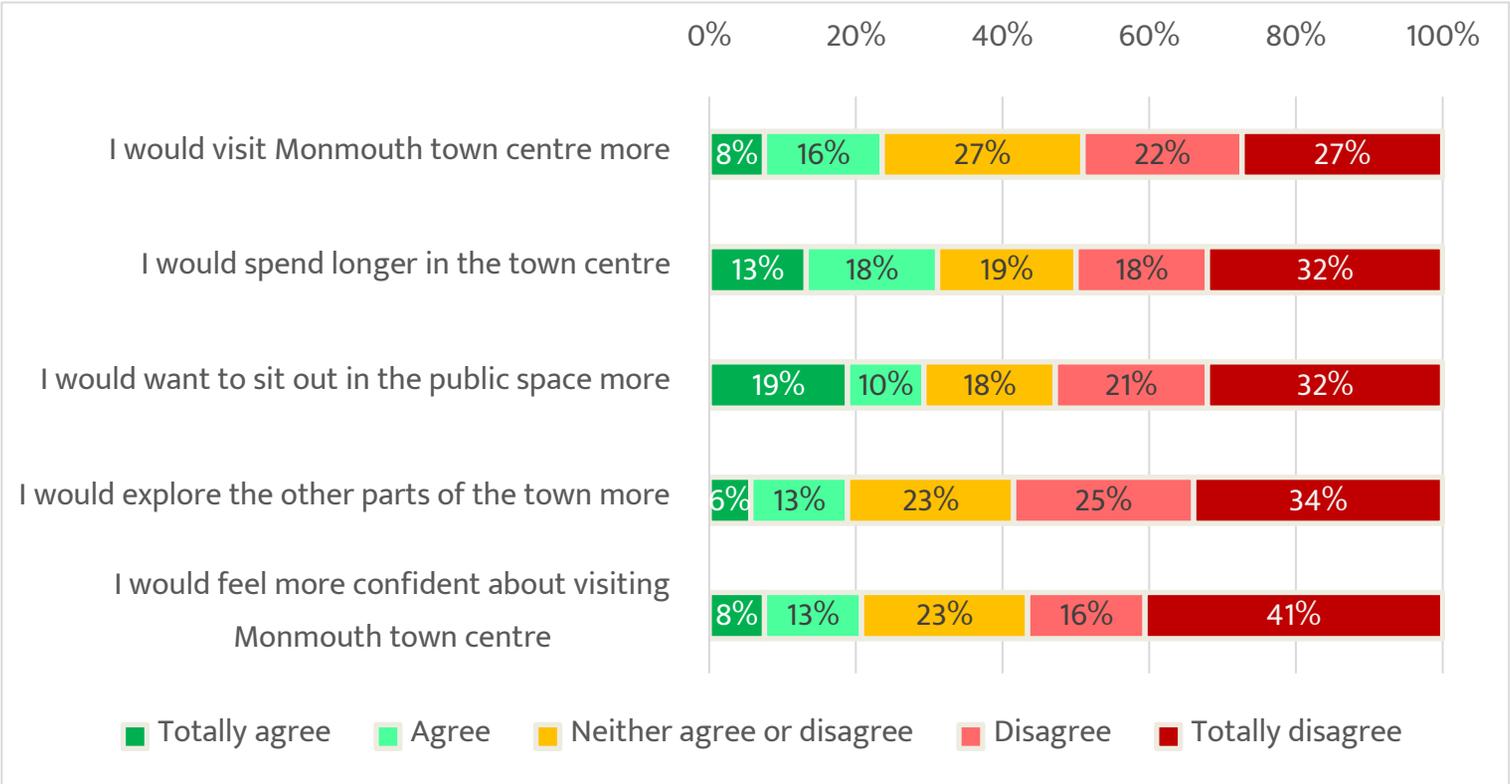
The Proposed Design

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



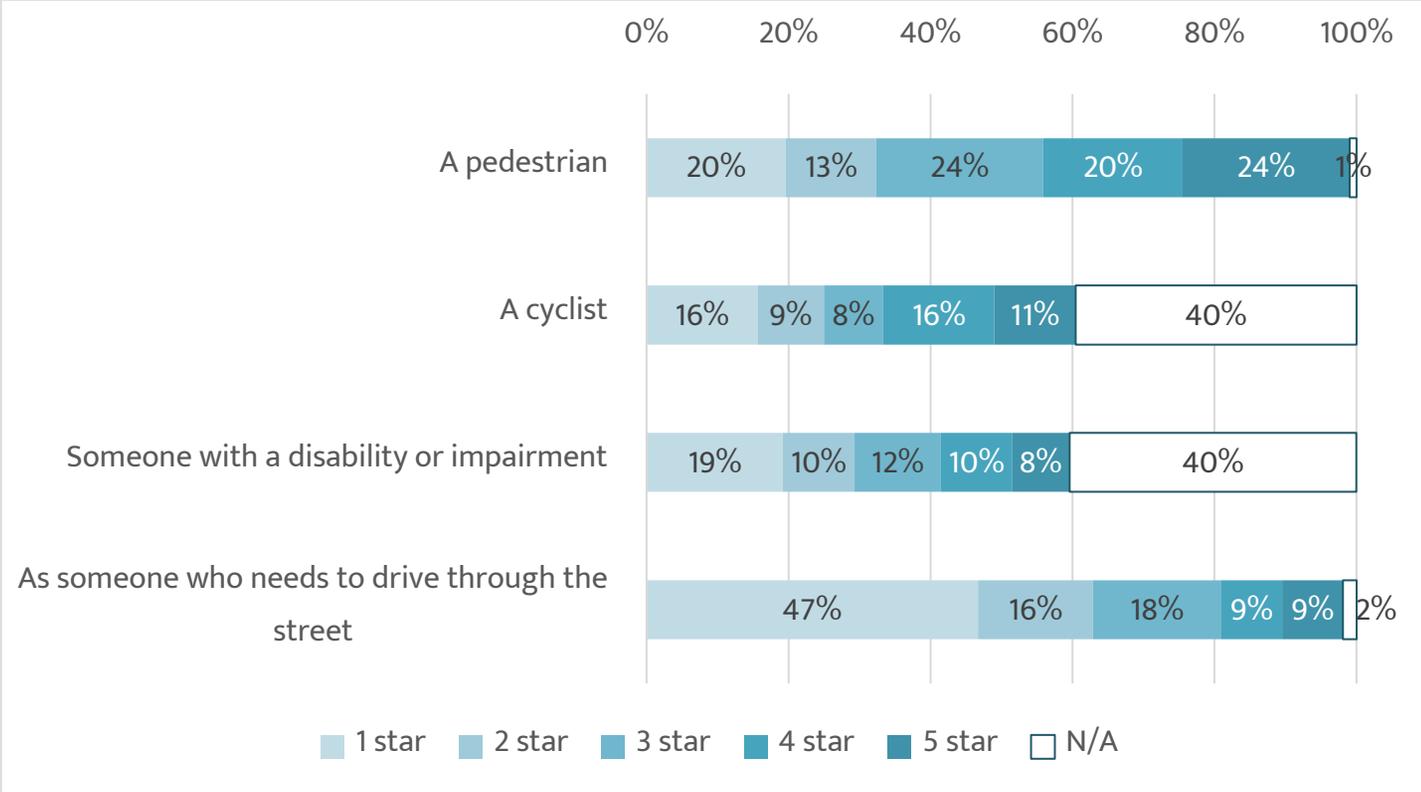
Source: Monnow Street Community Survey n=106

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



Source: Monnow Street Community Survey n=106

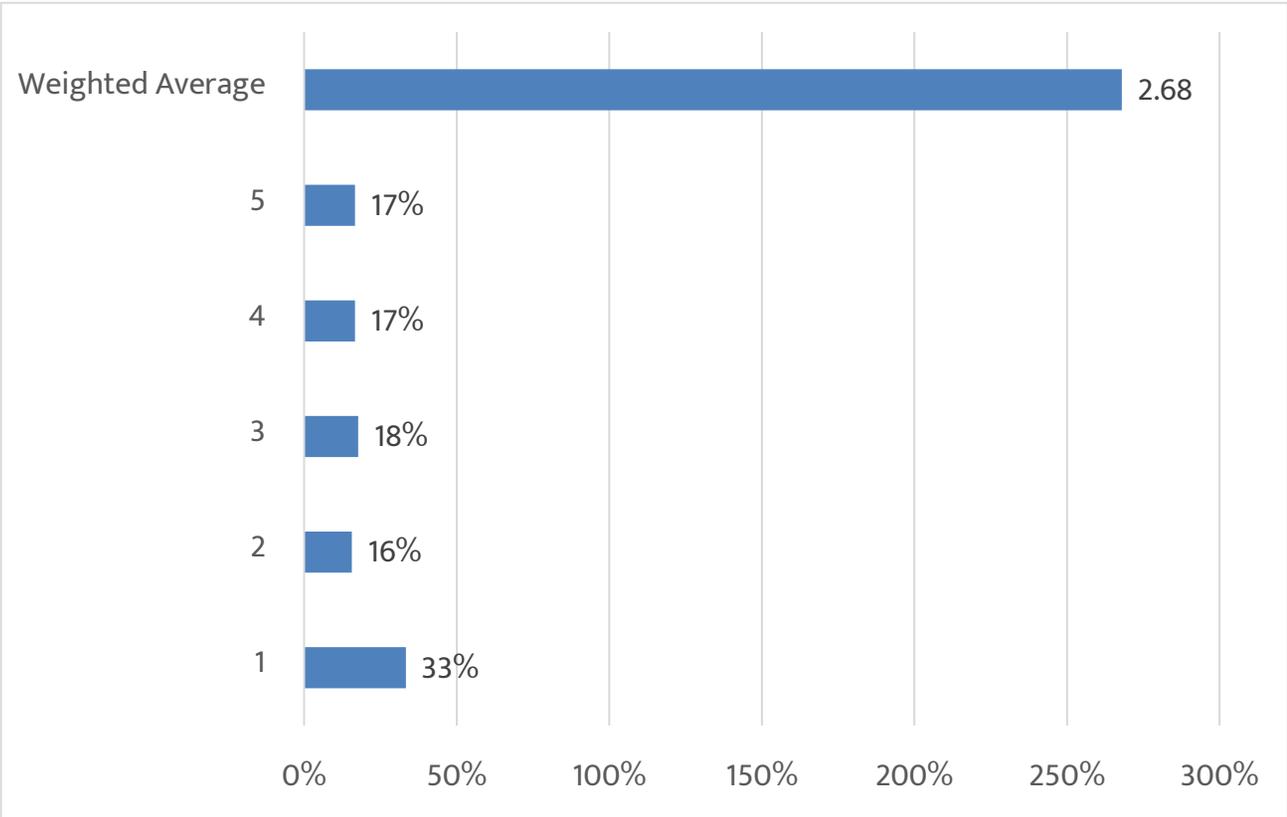
To what extent do you rate the proposal as i) a pedestrian ii) a cyclist iii) someone with a disability or impairment and iv) as someone who needs to drive through the street?



Source: Monnow Street Community Survey n=106

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

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



Source: Monnow Street Community Survey n=96

Summary of Residents Who Live Outside the Town e.g. Dingestow

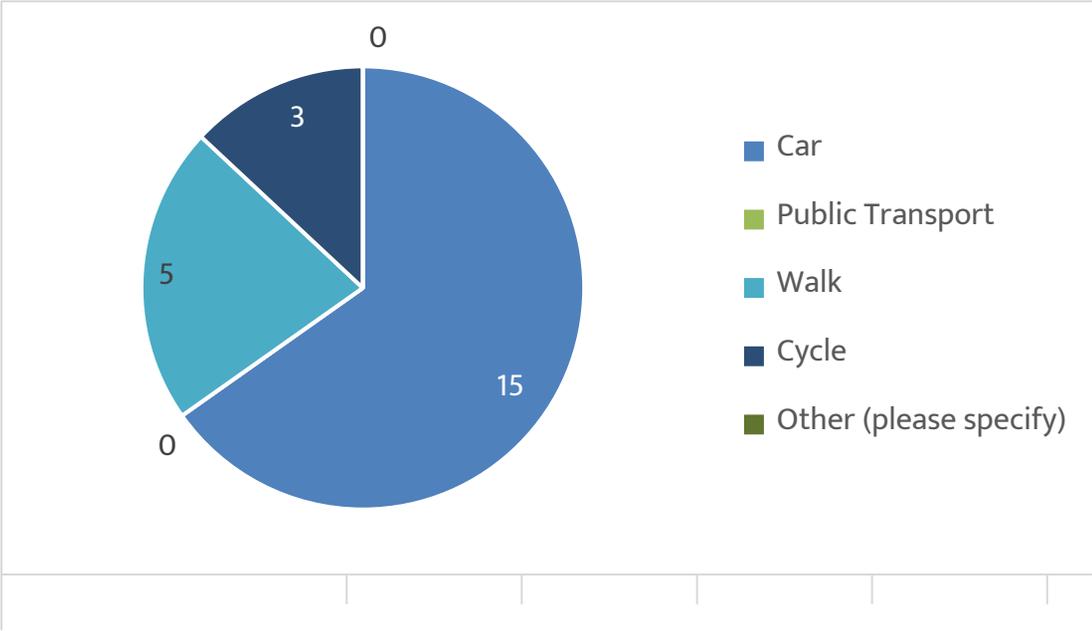
- 98% of respondents use a car to travel to Monnow Street, 23% walk, 8% cycle and 7% use public transport;
- 38% of respondents make daily trip to Monnow Street, with 54% visiting at least once a week, and 3% at least once every fortnight;
- Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (72%), meet family and friends for a coffee (55%), undertake a mainly weekly food shop (47%), shopping for non-food items (49%), enjoy a meal out (37%) or take part in a leisure or entertainment activity (30%);
- When rating the design proposal:
 - 33% either totally agree or agree that it provides a better place to spend time in compared to 44% who disagree or totally disagree;
 - 58% either totally agree or agree that provides more opportunities to cross the street and explore the town centre compared to 31% who disagree or totally disagree;
 - 41% either totally agree or agree that it provides improved facilities for businesses to load and unload compared to 33% who disagree or totally disagree;
 - 46% either totally agree or agree that it improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change compared to 44% who disagree or totally disagree;
 - 32% either totally agree or agree that it provides a balanced approach to disabled parking, short term stay parking, cycle parking and dropping off compared to 50% who disagree or totally disagree;
 - 31% either totally agree or agree that it supports Monmouth as a market town destination compared to 55% who disagree or totally disagree;
- When rating the proposal if it was to be completed:
 - 24% either totally agree or agree that they would visit Monmouth town centre more compared to 49% who disagree or totally disagree;

- 31% either totally agree or agree that they would spend longer in the town centre compared to 50% who disagree or totally disagree;
- 29% either totally agree or agree that they sit out in the public space more compared to 53% who disagree or totally disagree;
- 19% either totally agree or agree that they would explore the other parts of the town more compared to 59% who disagree or totally disagree;
- 19% either totally agree or agree that they would feel more confident about visiting Monmouth town centre compared to 57% who disagree or totally disagree;
- When rating the proposal from a specific perspective, respondents rated the proposal as follows:
 - Pedestrians rated 3.2/5
 - Cyclists 3/5
 - Someone with a disability or impairment 2.6/5
 - Someone who needs to drive through the street 2.2/5
- In reviewing the project aim of “*To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town*” respondents scored this on average as 2.68/5.

8) Survey Results – By Respondent Type – a Monnow Street Business

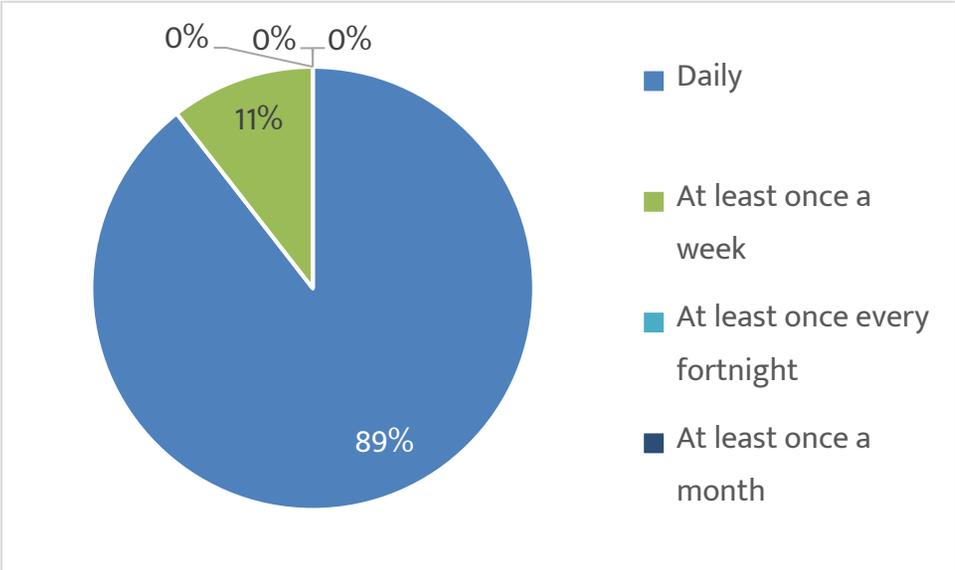
About You

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



Source: Monnow Street Community Survey n=18

How often do you visit Monnow Street?



Source: Monnow Street Community Survey n=18

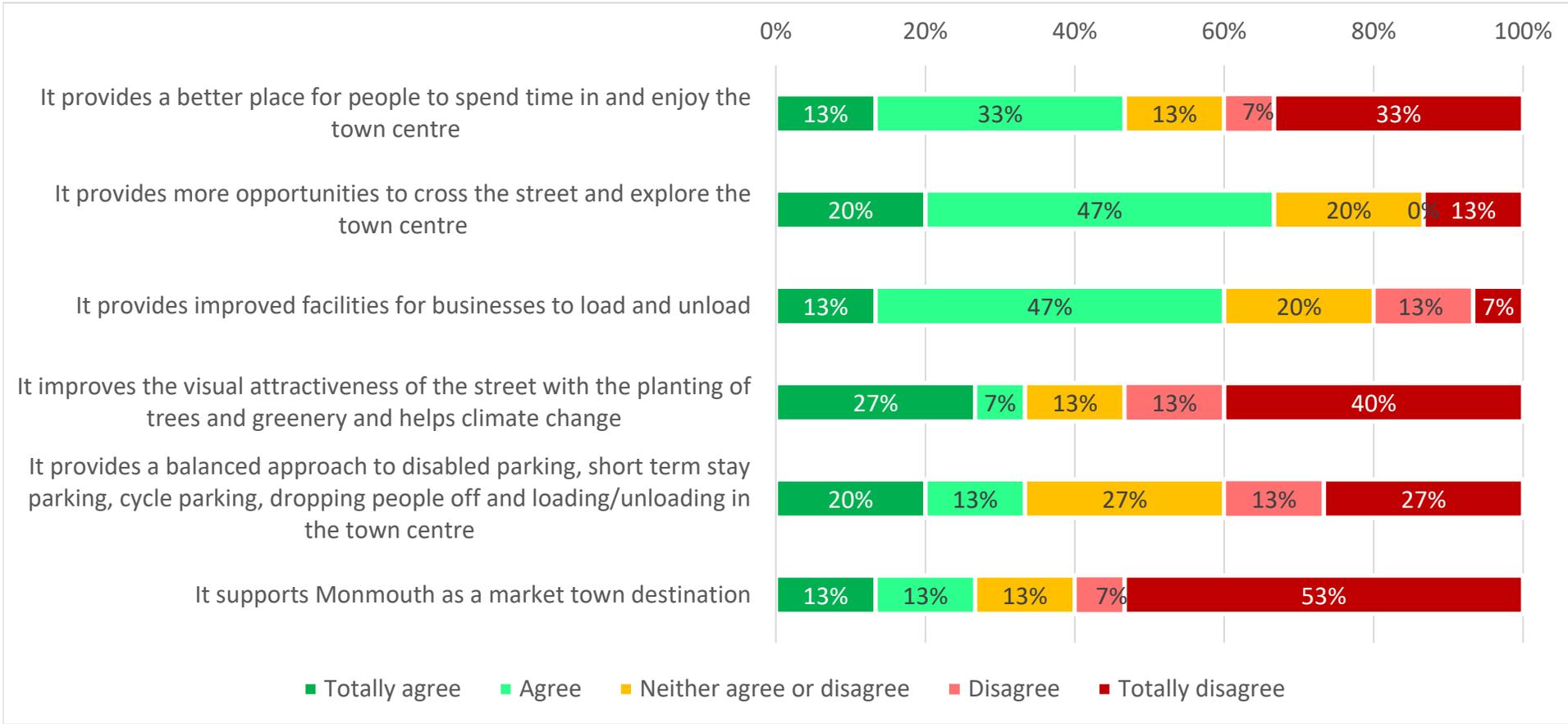
What are the main reasons you visit Monnow Street? (Tick all that apply)



Source: Monnow Street Community Survey n=19

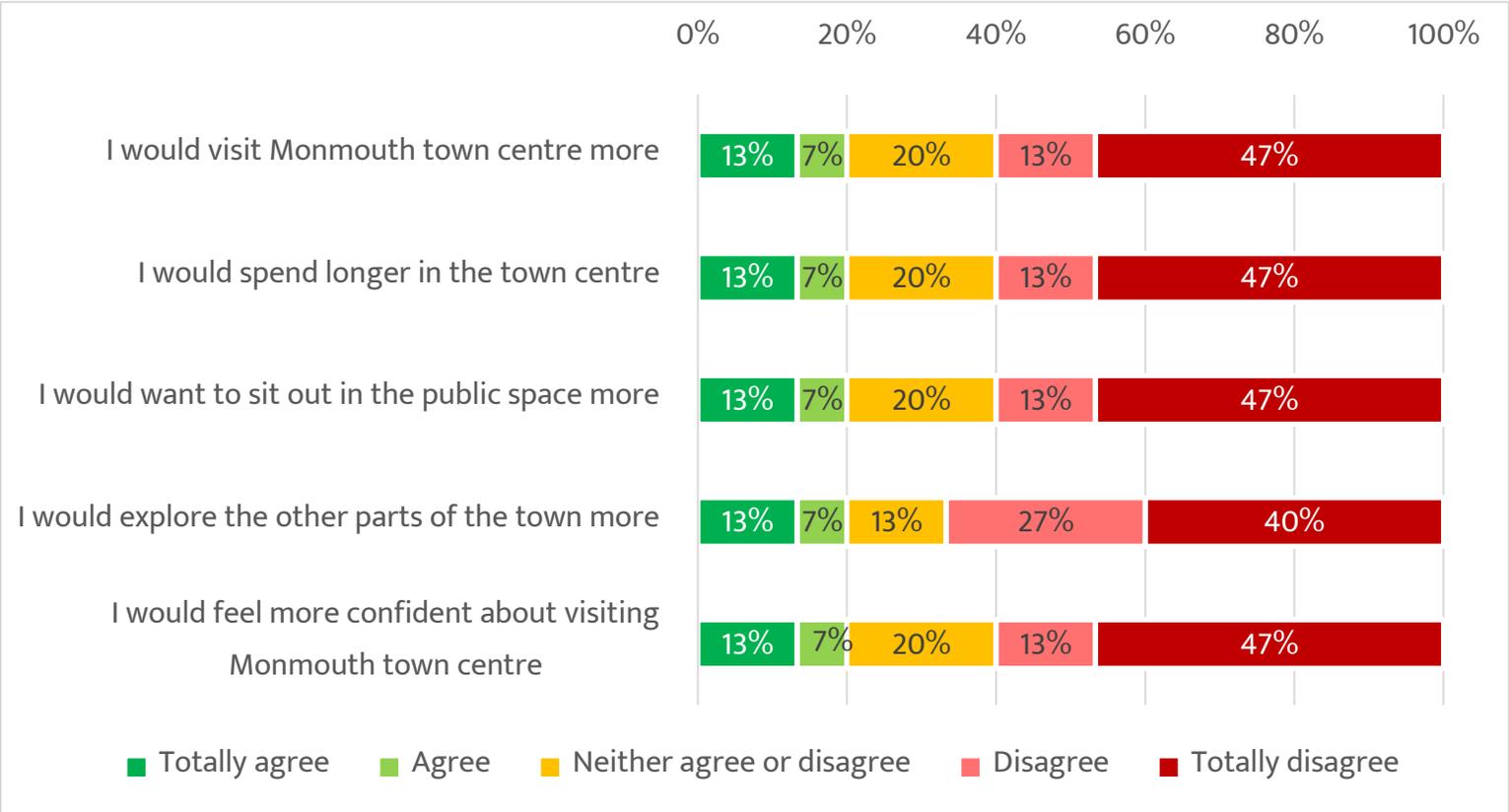
The Proposed Design

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



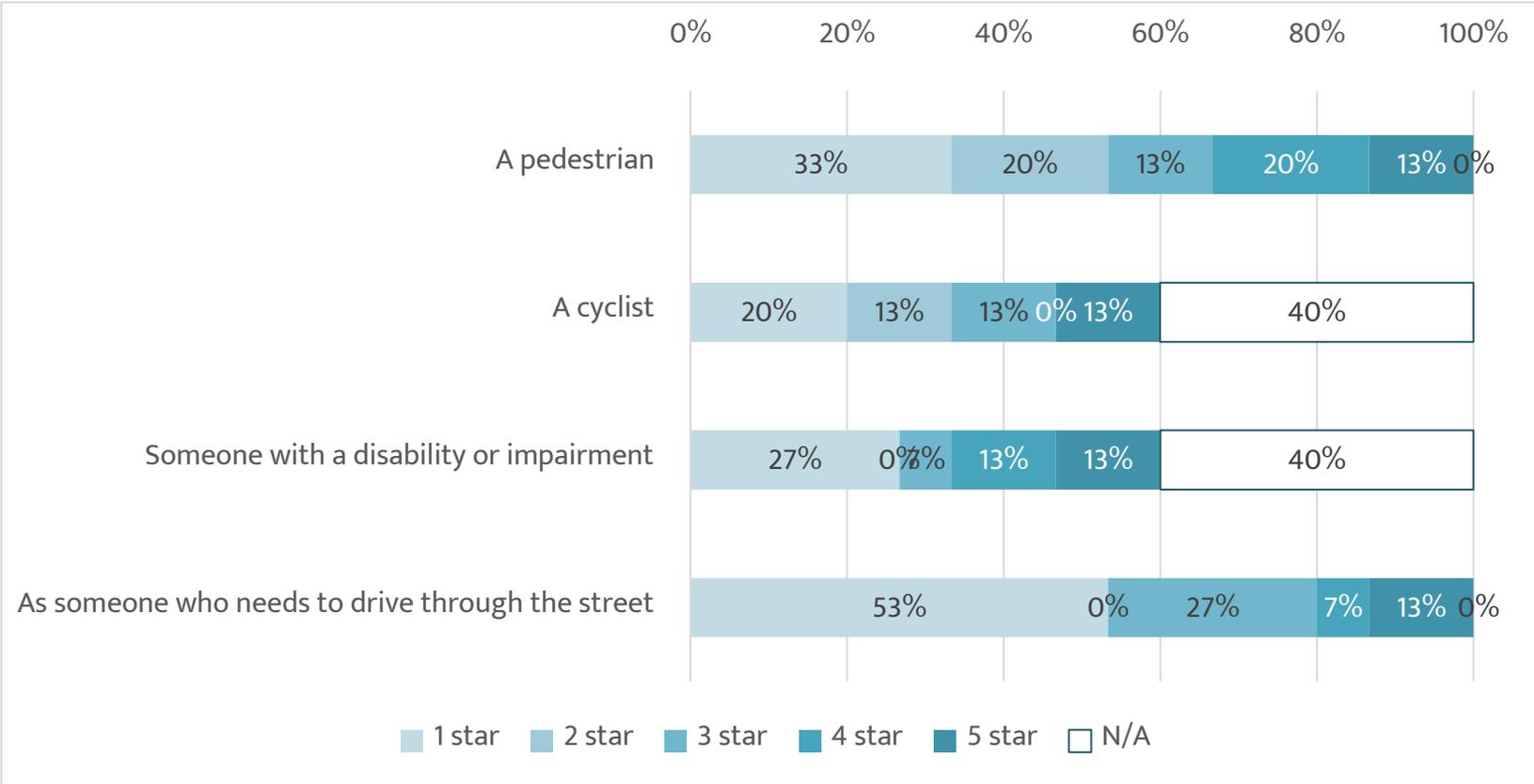
Source: Monnow Street Community Survey n=15

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



Source: Monnow Street Community Survey n=15

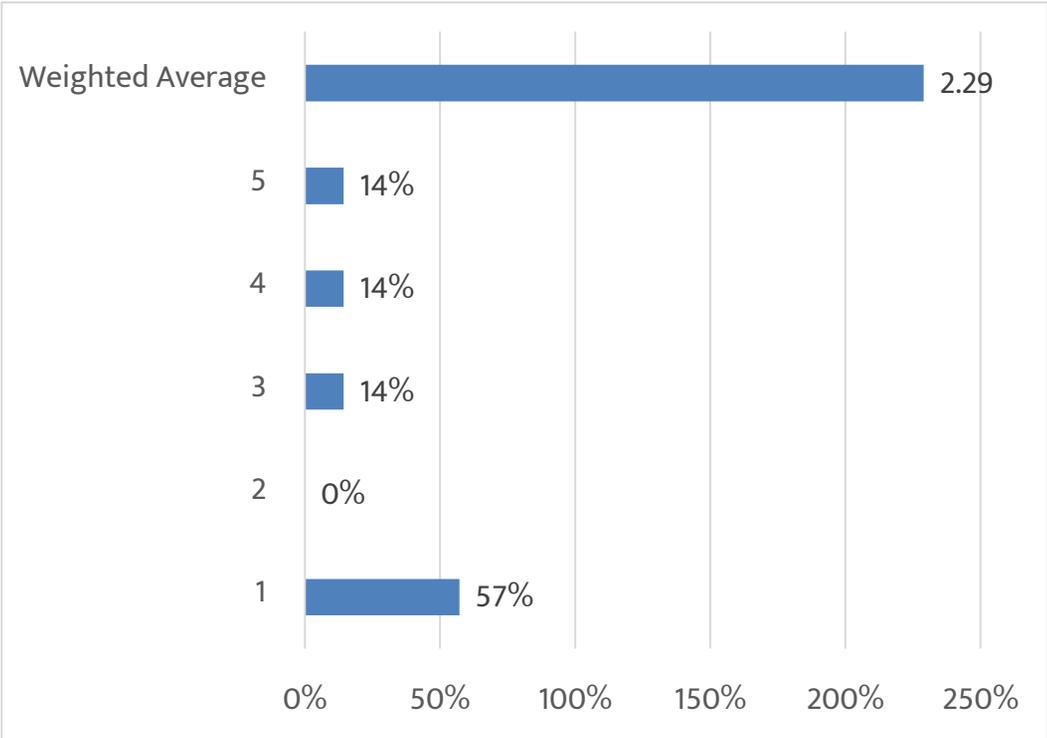
To what extent do you rate the proposal as i) a pedestrian ii) a cyclist iii) someone with a disability or impairment and iv) as someone who needs to drive through the street?



Source: Monnow Street Community Survey n=15

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

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



Source: Monnow Street Community Survey n=14

Summary of Monnow Street Businesses Responses

- 83% of respondents use a car to travel to Monnow Street, 28% walk and 17% cycle;
- Some of the main reasons to visit Monnow Street are to undertake a top up food shopping (37%) and shopping for non-food items (21%);
- When rating the design proposal:
 - 46% either totally agree or agree that it provides a better place to spend time in compared to 40% who disagree or totally disagree;
 - 67% either totally agree or agree that provides more opportunities to cross the street and explore the town centre compared to 13% who disagree or totally disagree;
 - 60% either totally agree or agree that it provides improved facilities for businesses to load and unload compared to 20% who disagree or totally disagree;
 - 34% either totally agree or agree that it improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change compared to 53% who disagree or totally disagree;
 - 33% either totally agree or agree that it provides a balanced approach to disabled parking, short term stay parking, cycle parking and dropping off compared to 40% who disagree or totally disagree;
 - 26% either totally agree or agree that it supports Monmouth as a market town destination compared to 60% who disagree or totally disagree;
- When rating the proposal if it was to be completed:
 - 20% either totally agree or agree that they would visit Monmouth town centre more compared to 60% who disagree or totally disagree;
 - 20% either totally agree or agree that they would spend longer in the town centre compared to 60% who disagree or totally disagree;
 - 20% either totally agree or agree that they sit out in the public space more compared to 60% who disagree or totally disagree;

- 20% either totally agree or agree that they would explore the other parts of the town more compared to 67% who disagree or totally disagree;
- 20% either totally agree or agree that they would feel more confident about visiting Monmouth town centre compared to 60% who disagree or totally disagree;
- When rating the proposal from a specific perspective, respondents rated the following:
 - proposal pedestrians rated 2.6/5, for cyclists 2.6/5, 2.8/5 for someone with a disability or impairment and 2.3/5 for someone who needs to drive through the street;
 - In reviewing the project aim of “To reach consensus on a place based design that is focussed on a two way street environment that is vibrant, welcoming to all modes of travel and ensures exploration and activity across the whole town., respondents scored this on average as 2.3/5

9) Survey Results – By Mode of Transport

Drive



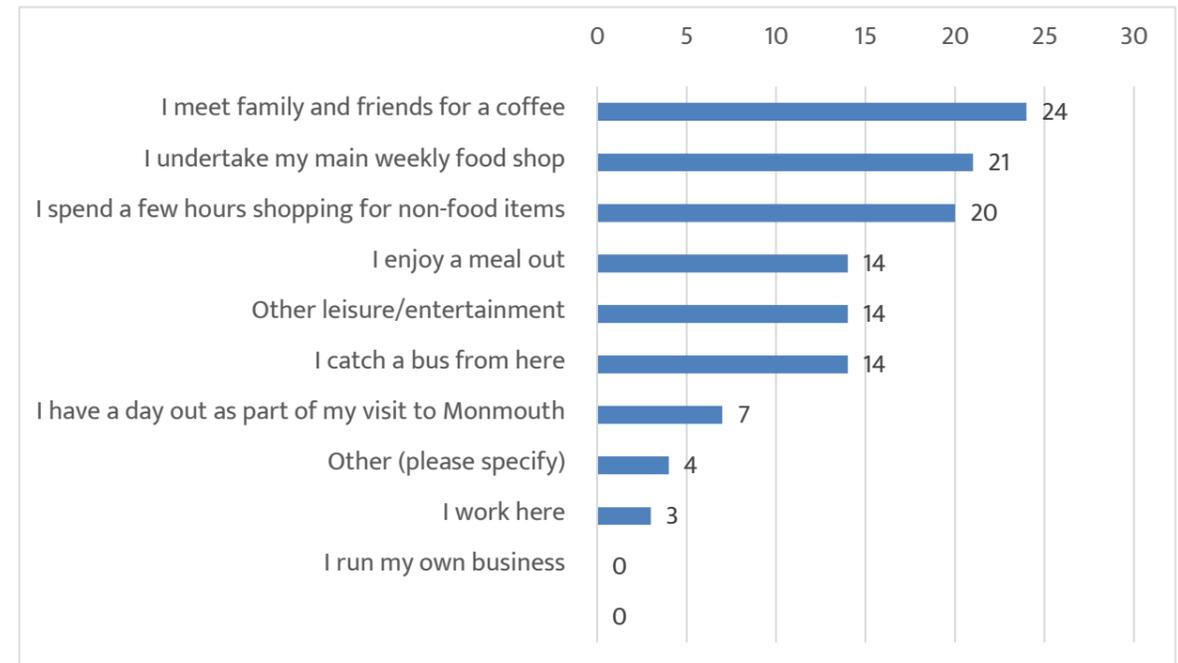
Walk



Cycle

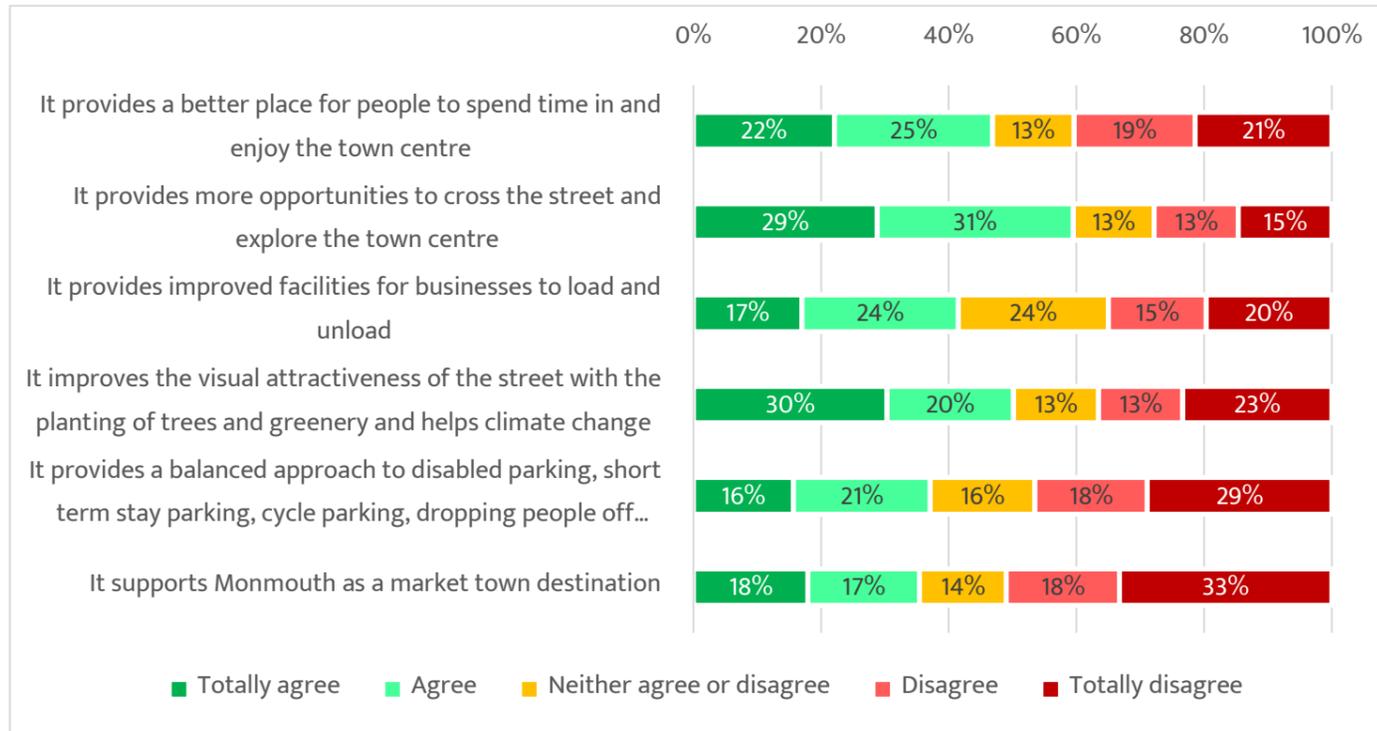


Public Transport

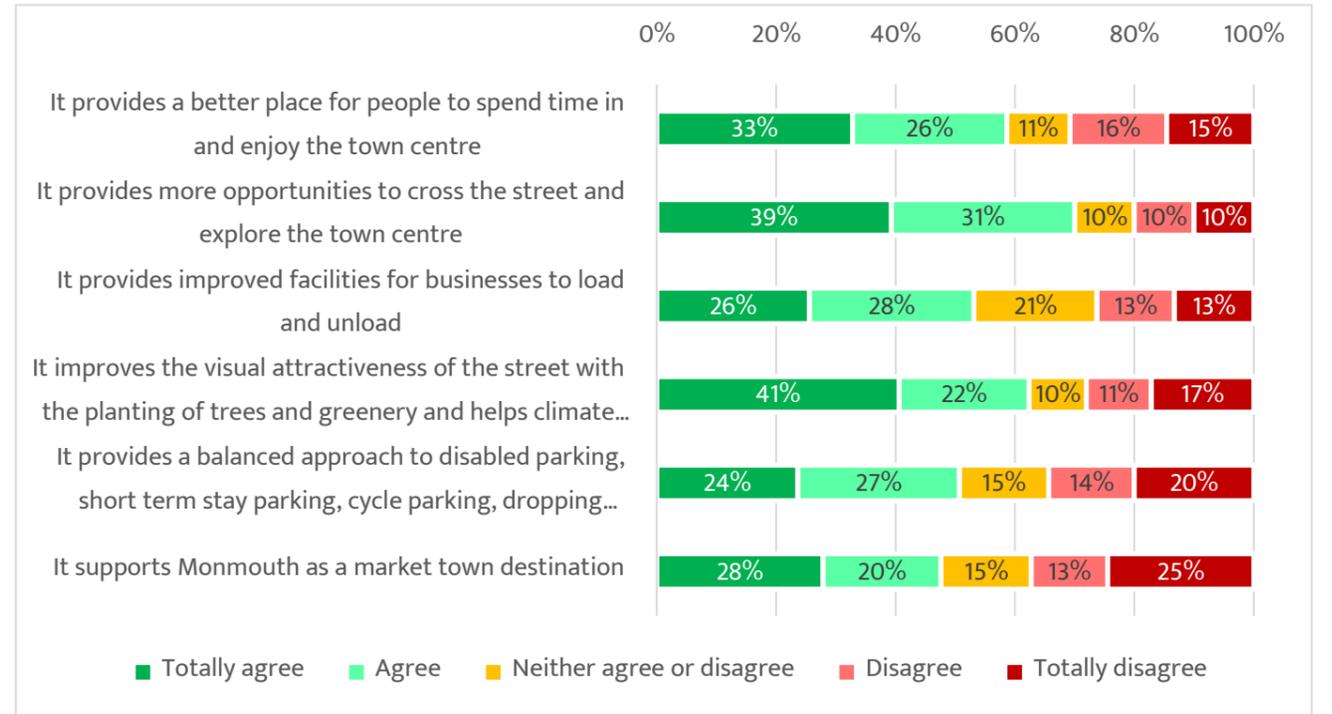


Monmouth Street Project – Community Survey Results

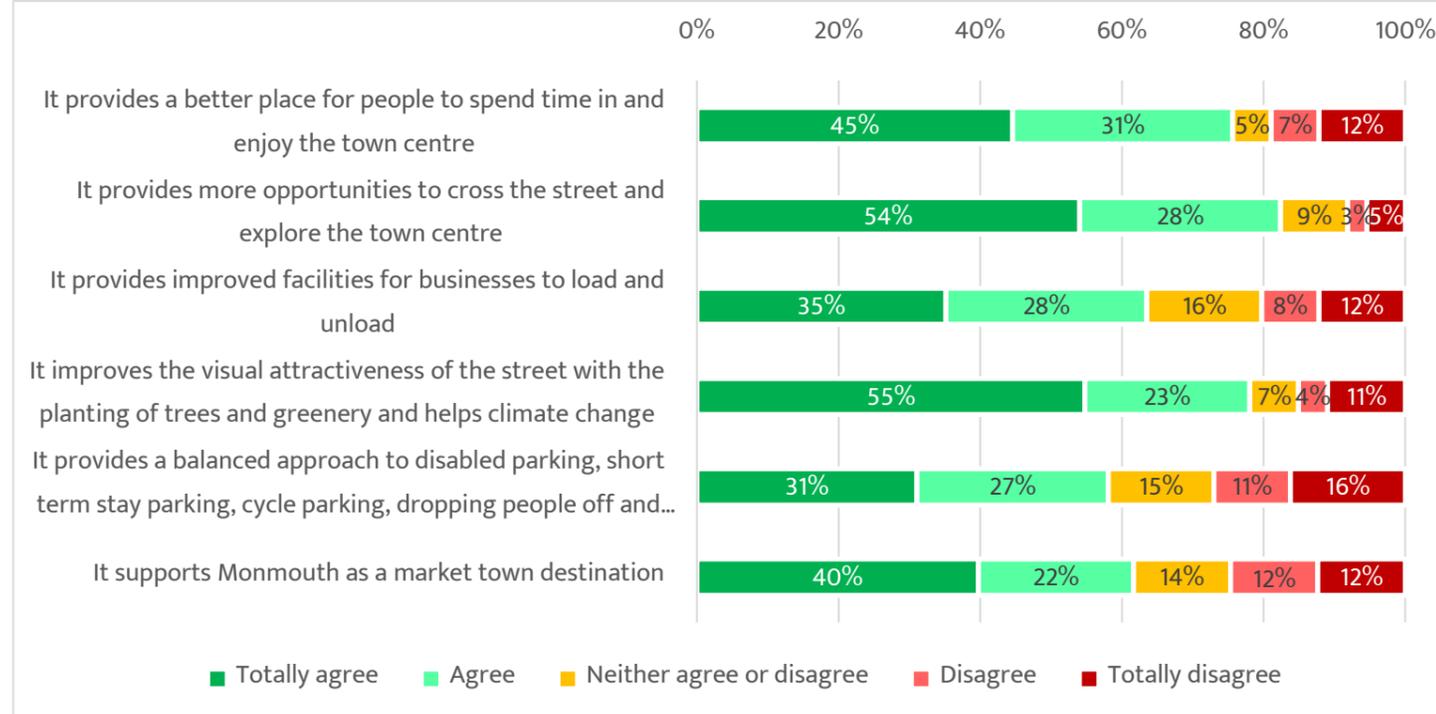
Drive



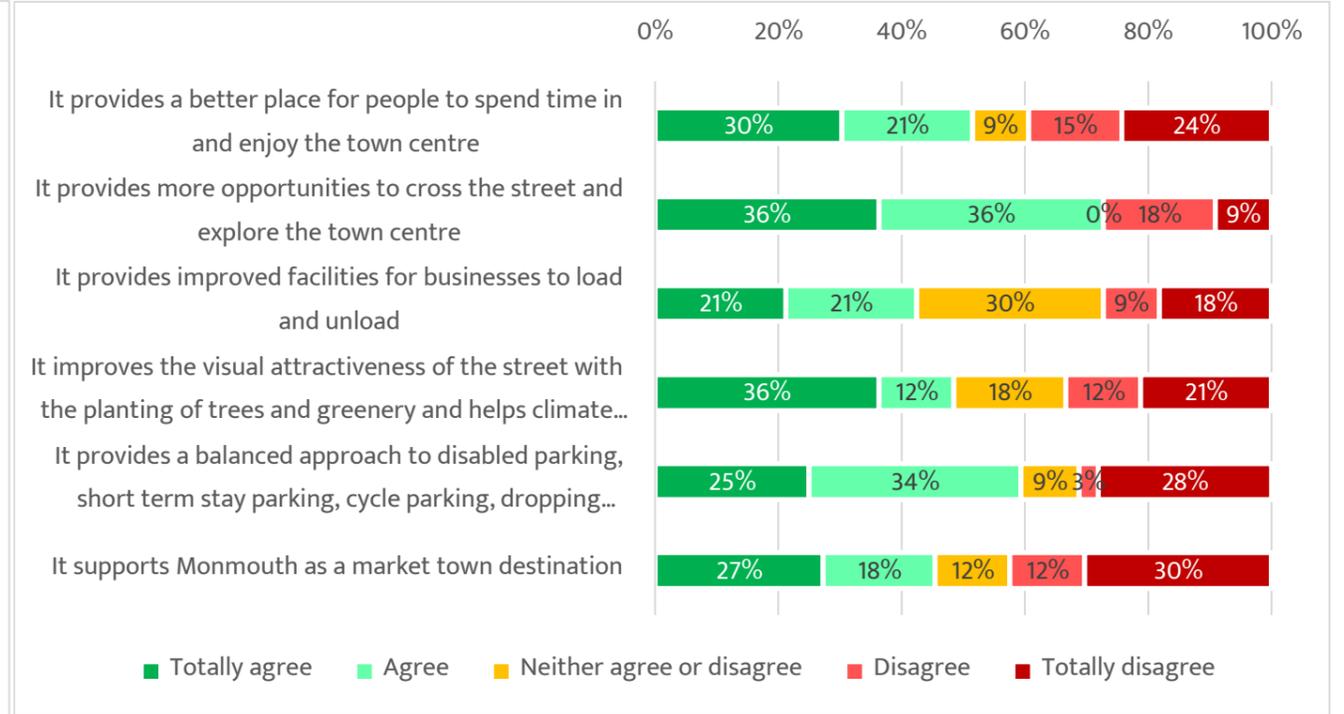
Walk



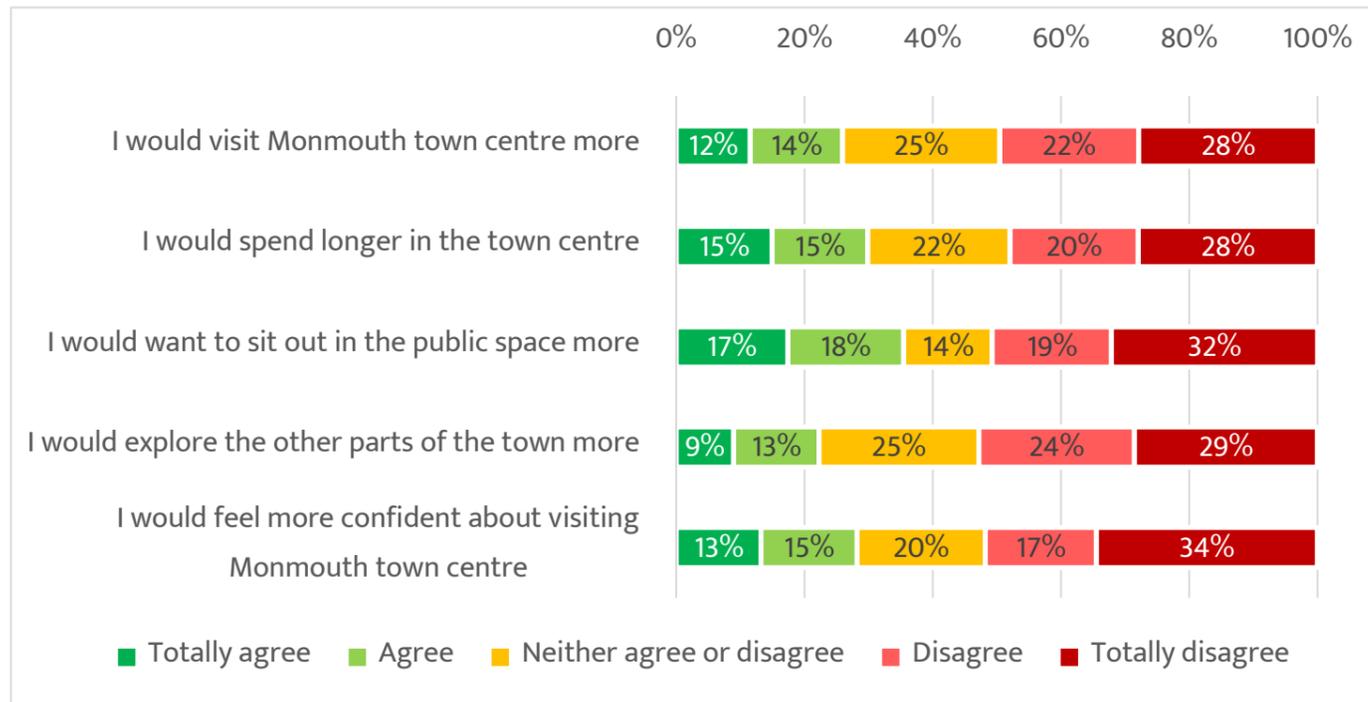
Cycle



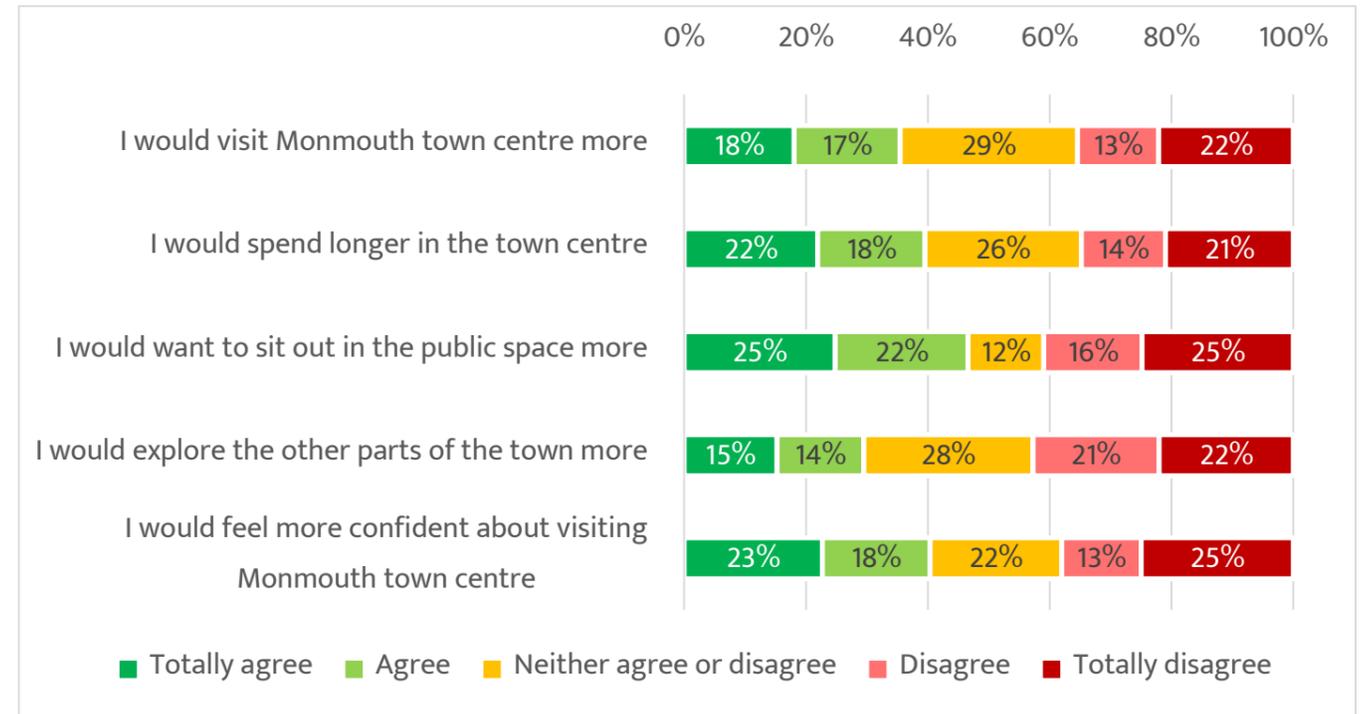
Public Transport



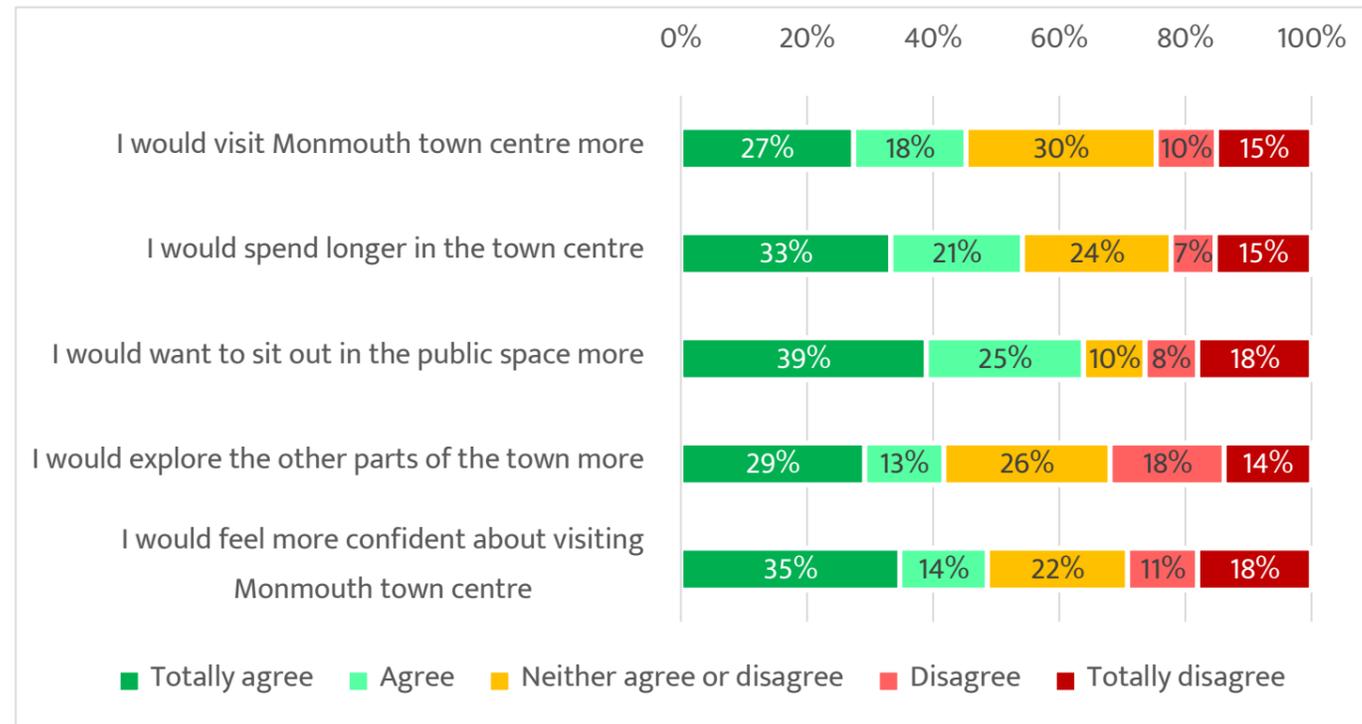
Drive



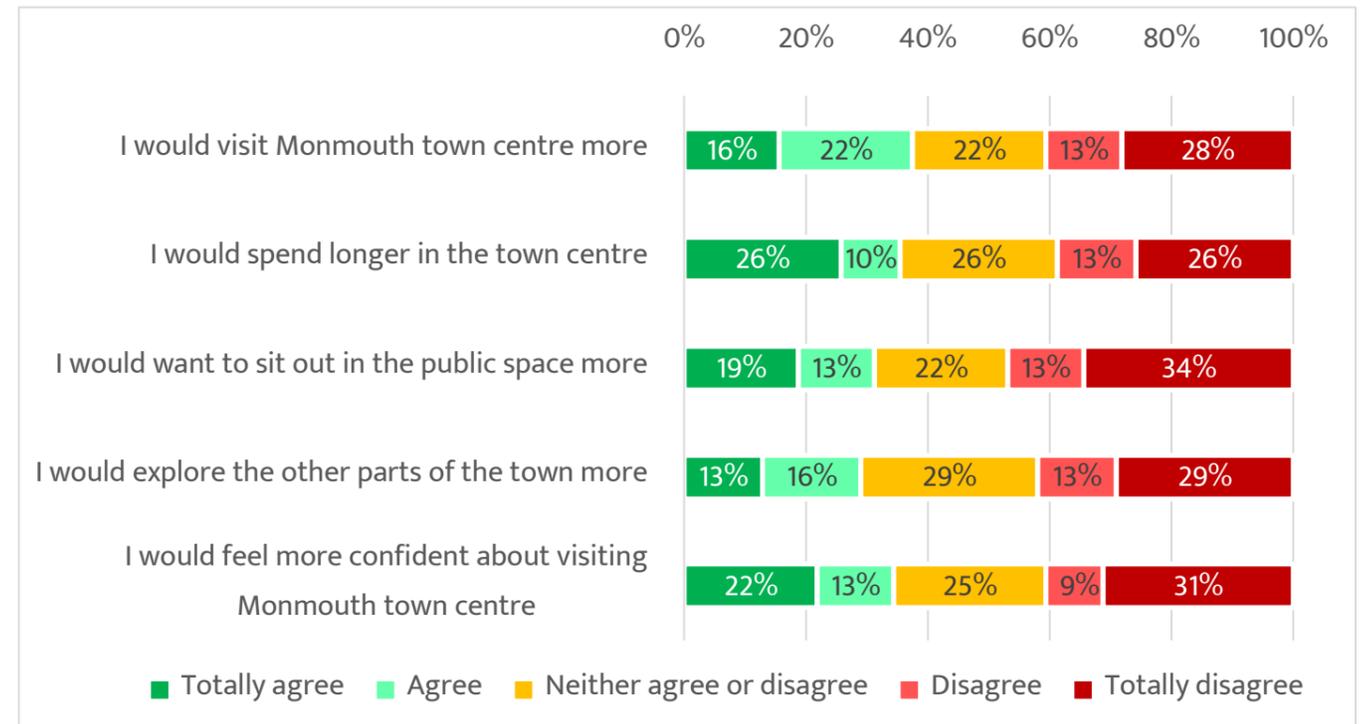
Walk



Cycle

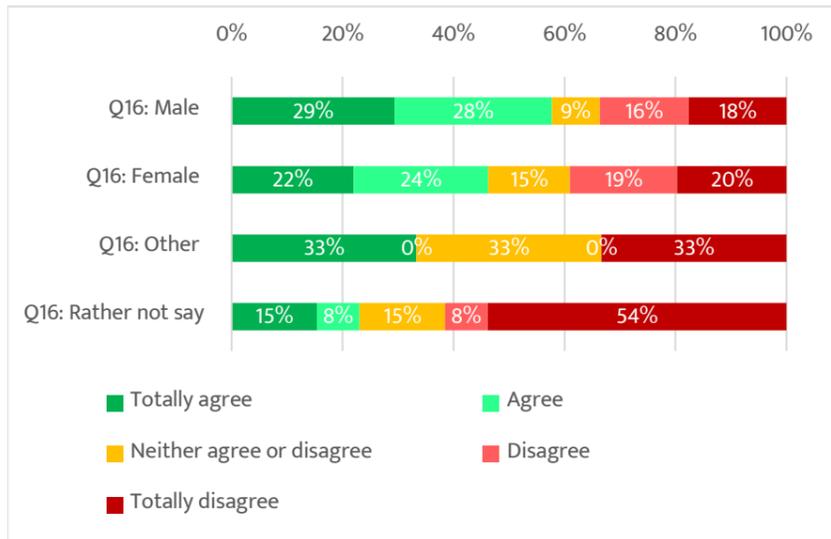


Public Transport

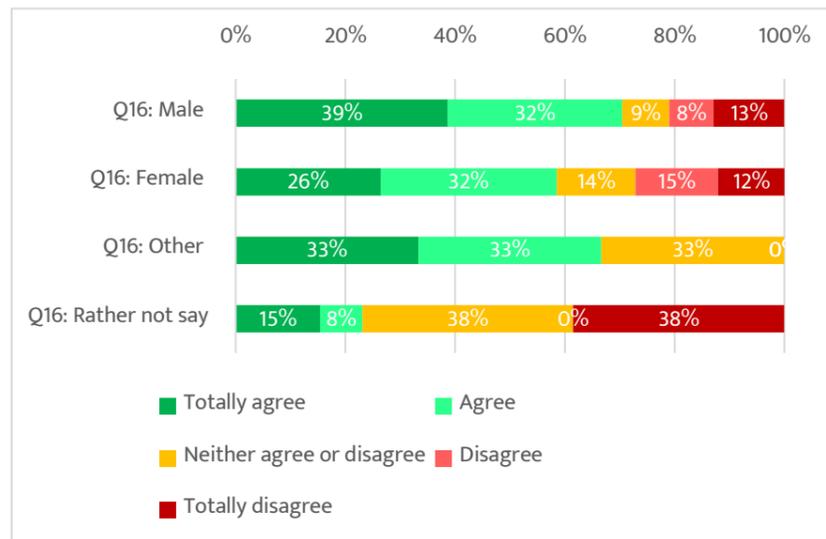


10) Survey Results – By Gender

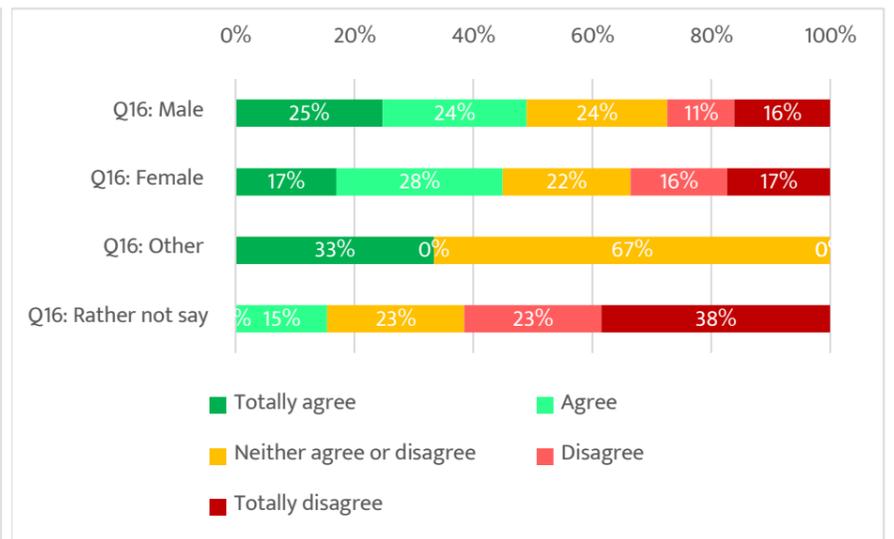
It provides a better place for people to spend time in and enjoy the town centre



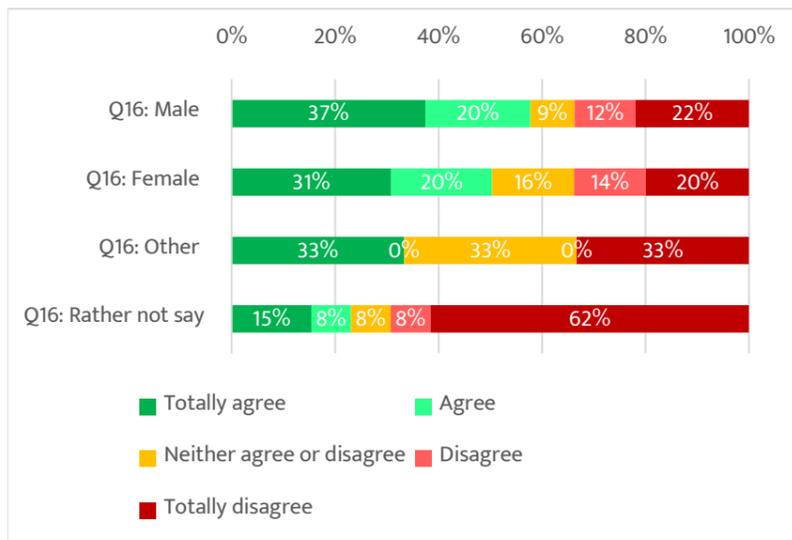
It provides more opportunities to cross the street and explore the town centre



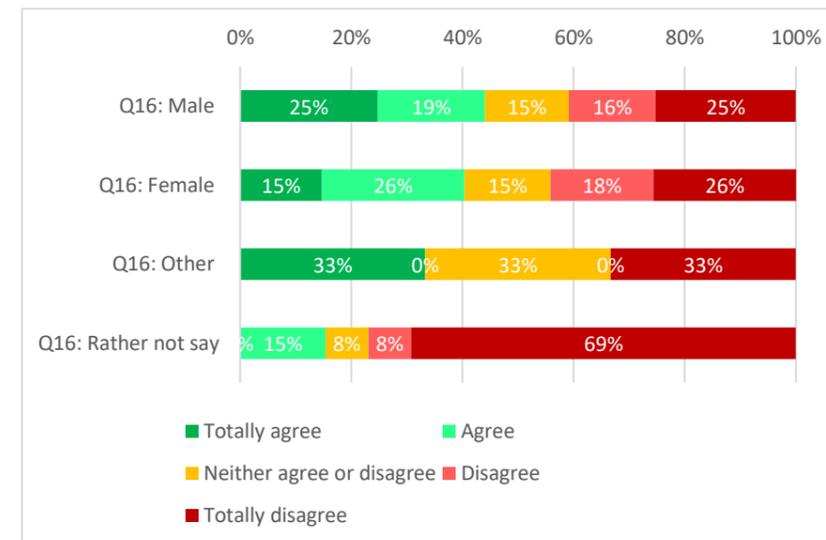
It provides improved facilities for businesses to load and unload



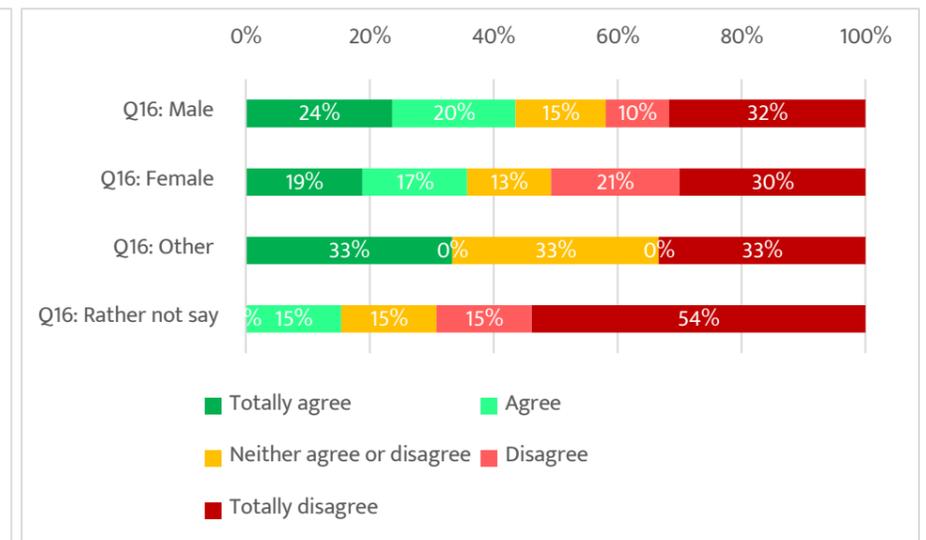
It improves the visual attractiveness of the street with the planting of trees and greenery and helps climate change



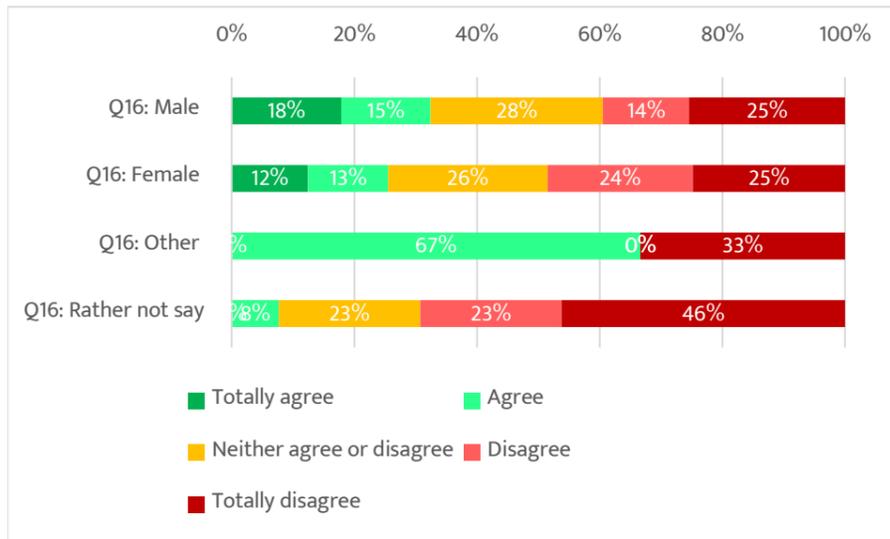
It provides a balanced approach to disabled parking, short term stay parking, cycle parking, dropping people off and loading/unloading in the town centre



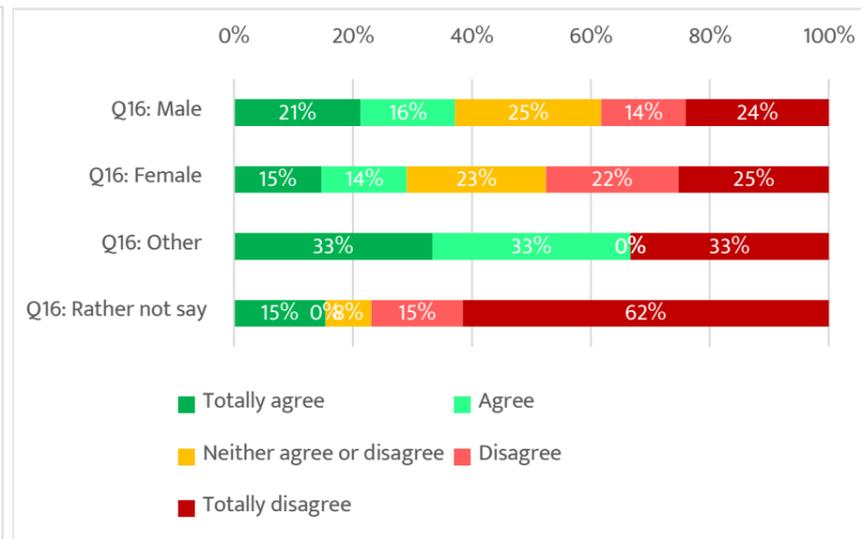
It supports Morrmouth as a market town destination



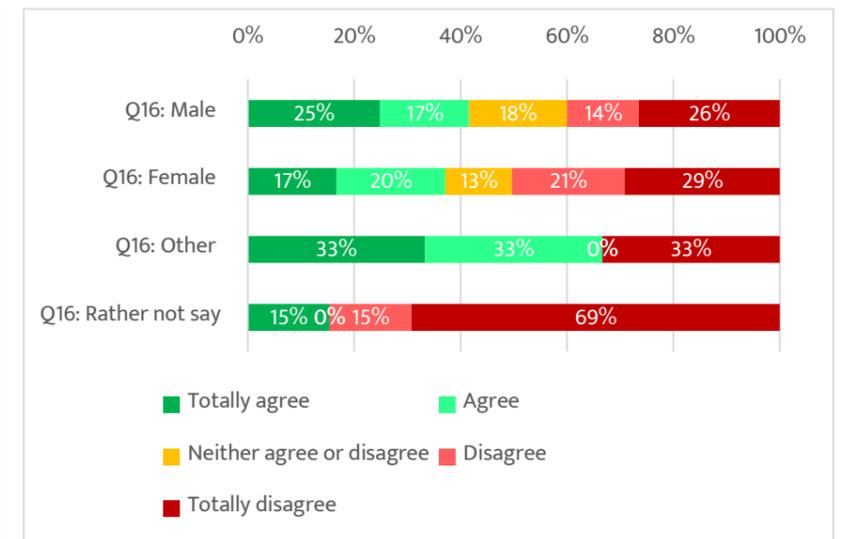
I would visit Marmouth town centre more



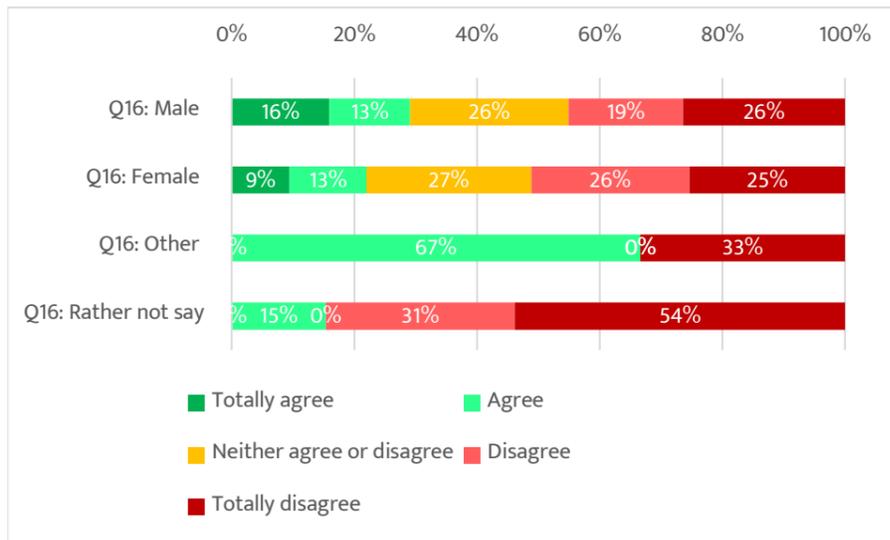
I would spend longer in the town centre



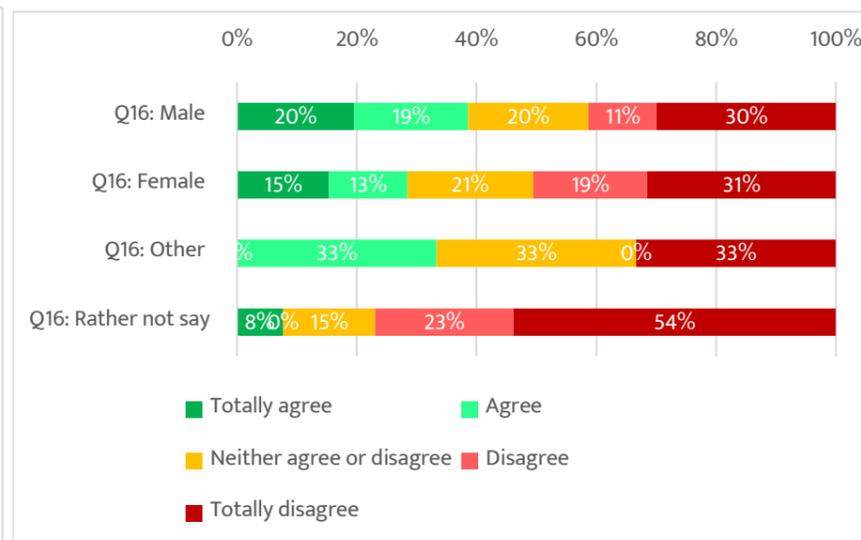
I would want to sit out in the public space more



I would explore the other parts of the town more

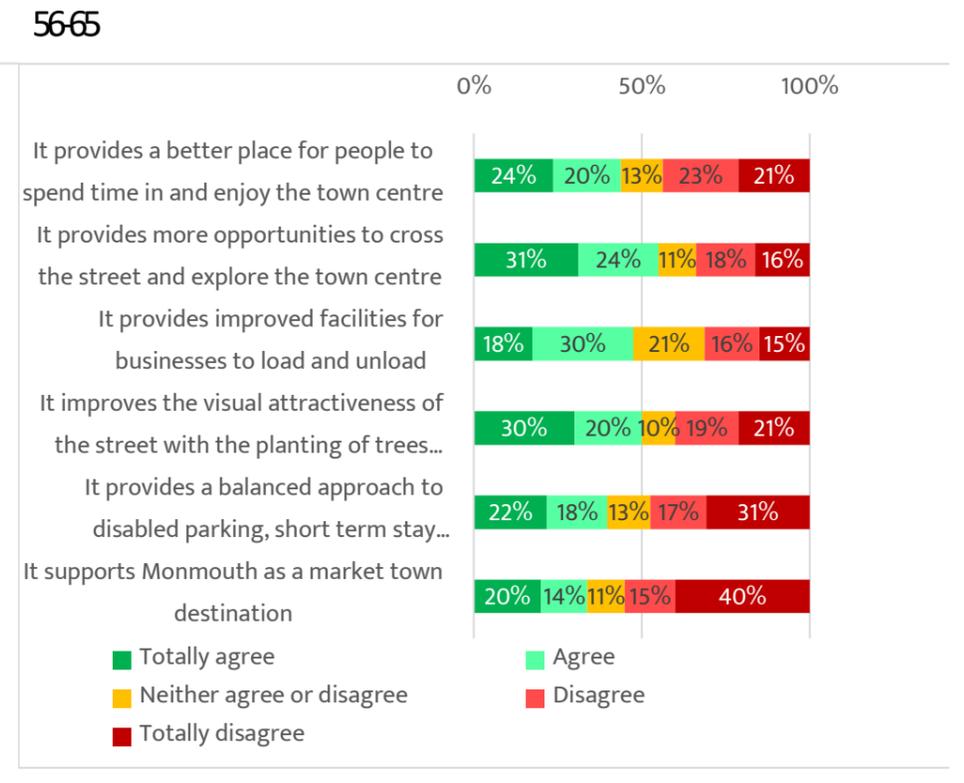
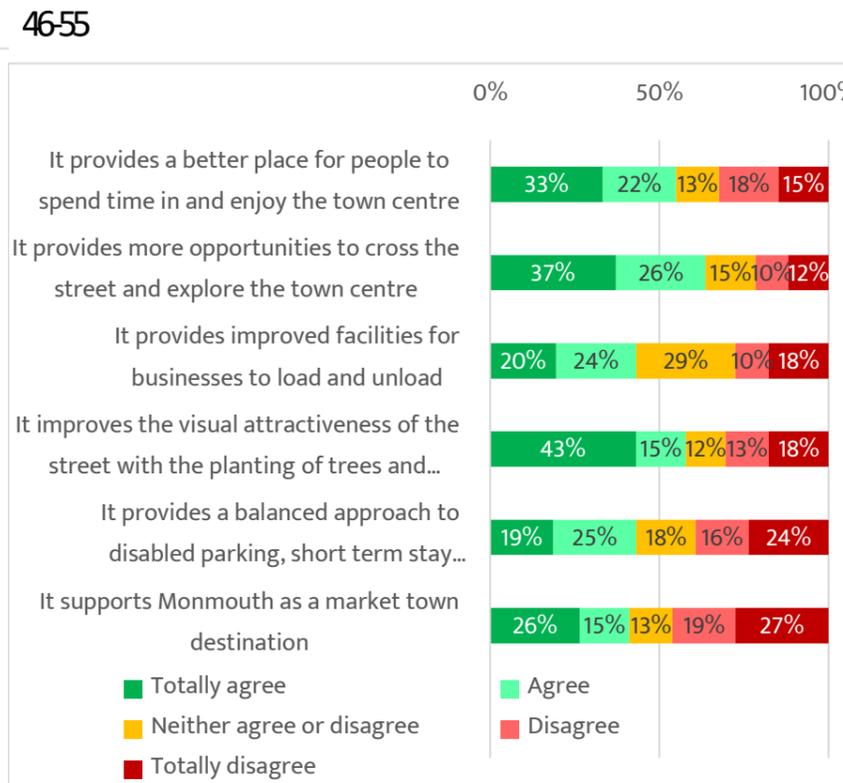
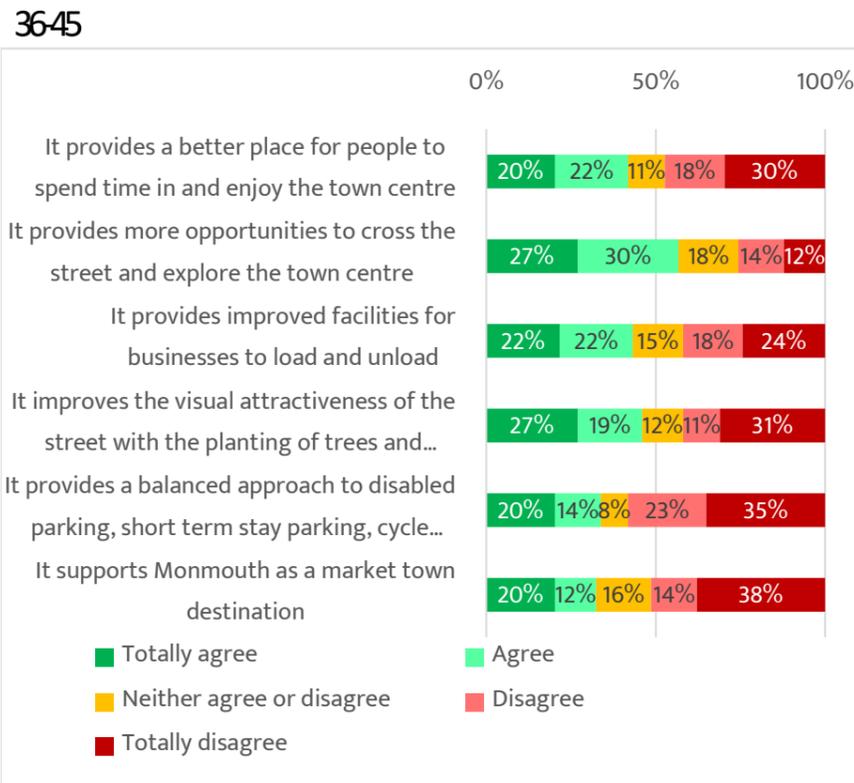
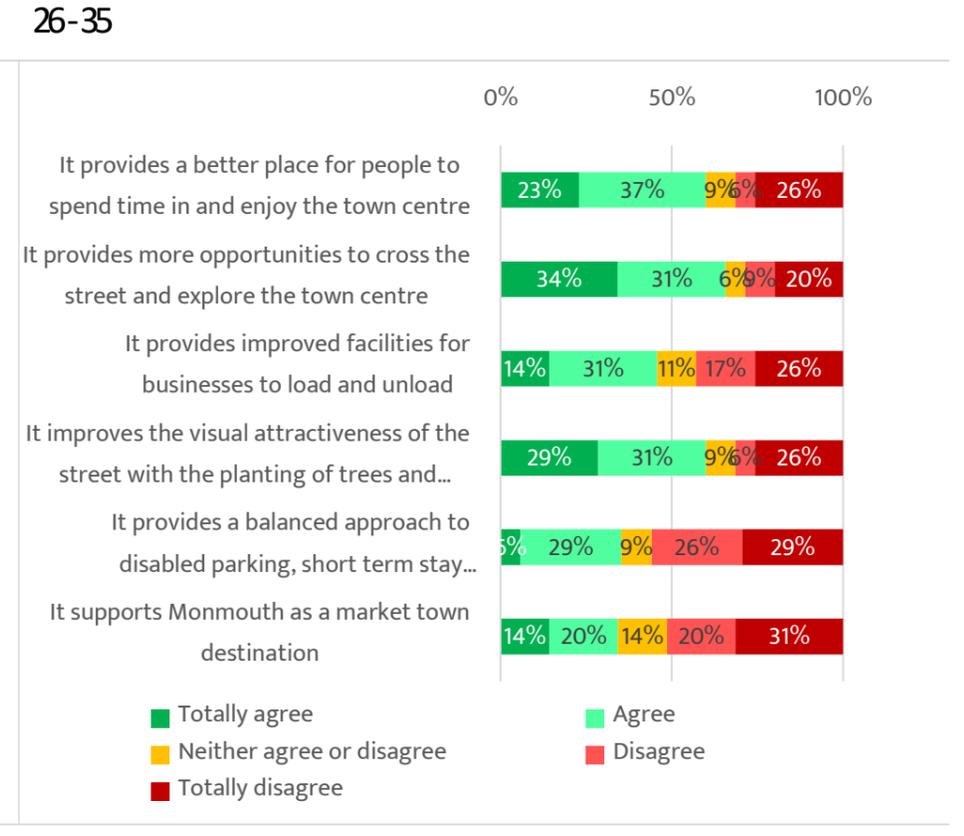
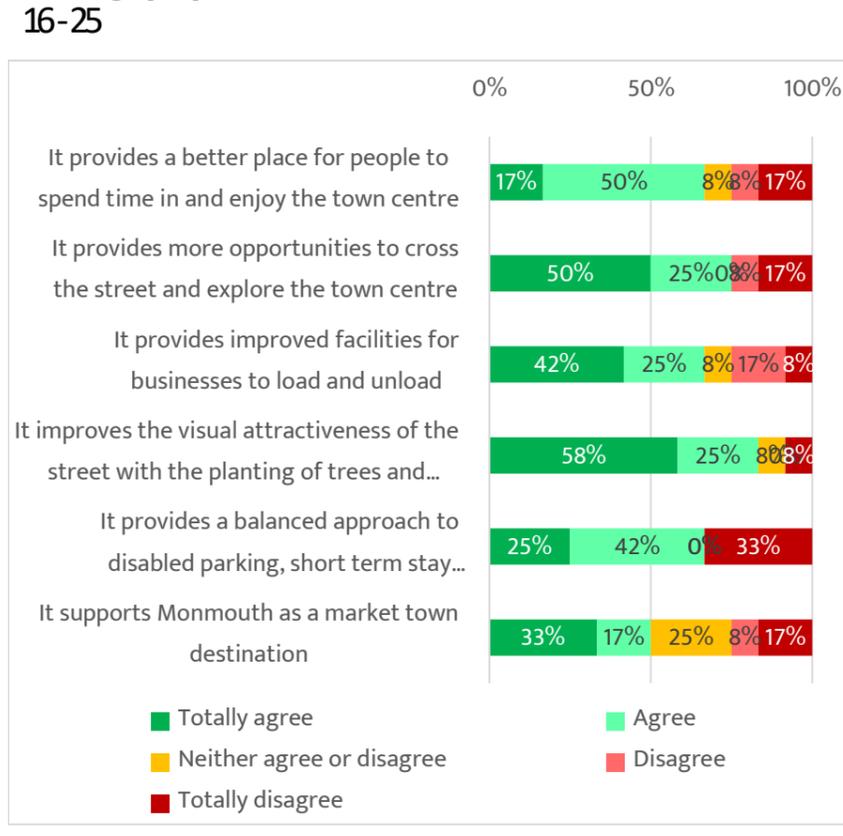
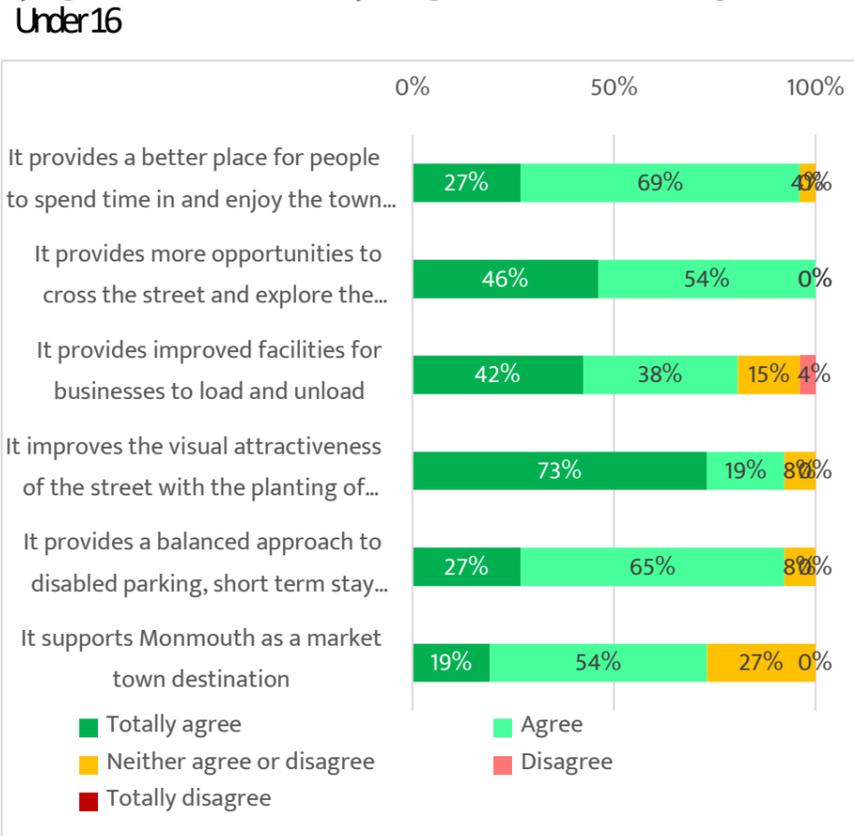


I would feel more confident about visiting Marmouth town centre

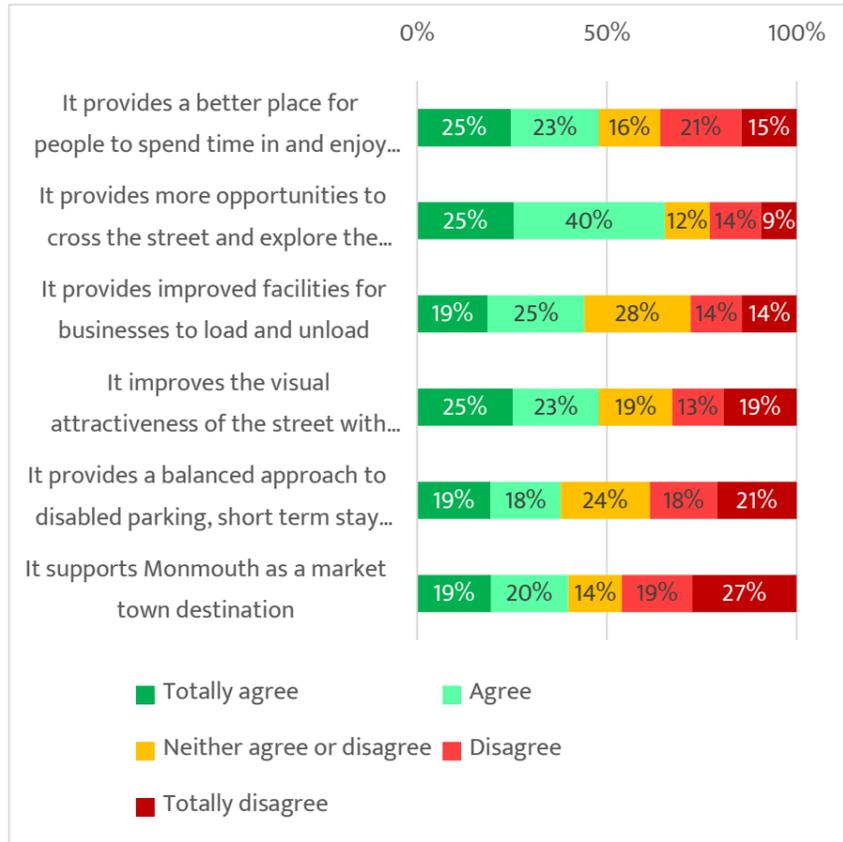


11) Survey Results – By Age

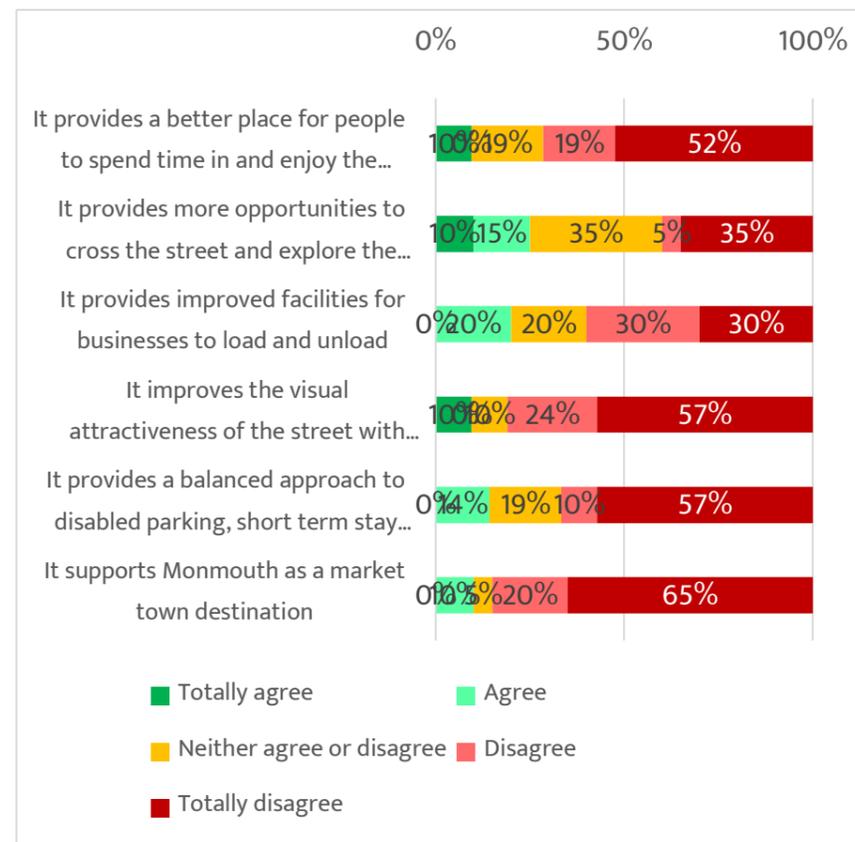
By Age - To what extent do you agree with the following statements on the design proposal?



65 plus



I'd rather not say

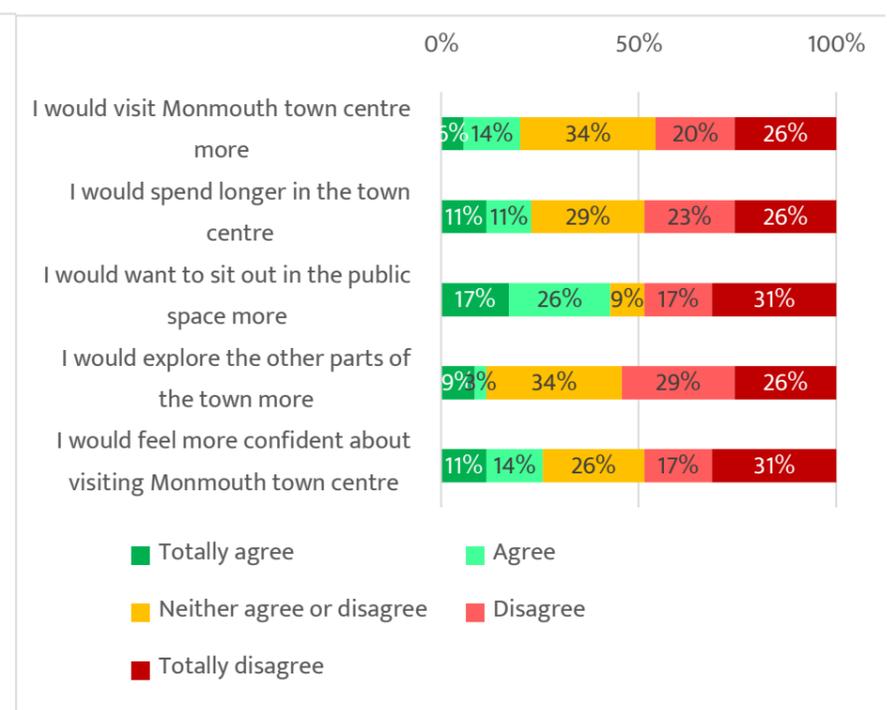
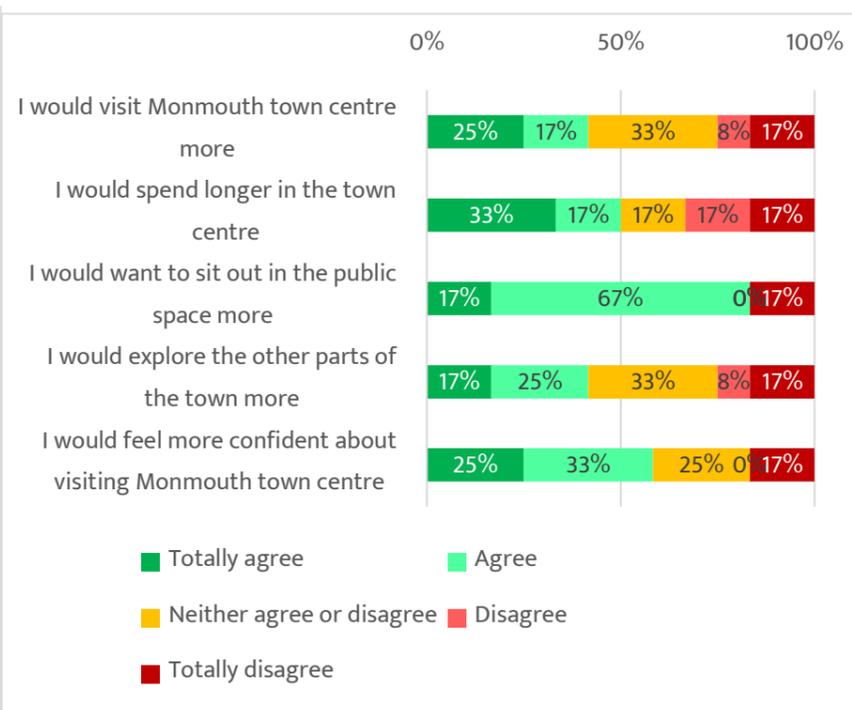
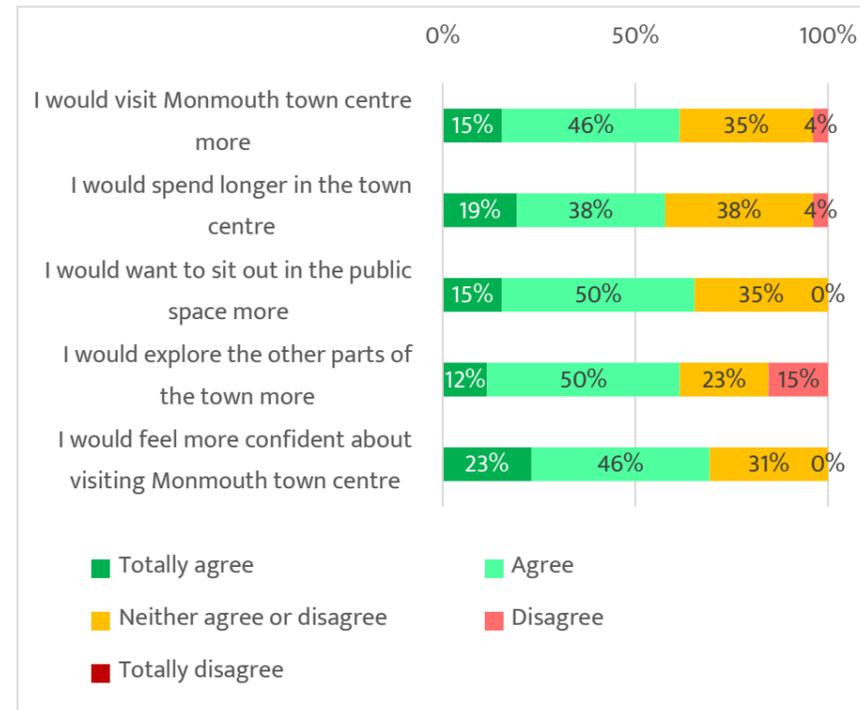


Age- To what extent do you agree with the following statements if such a proposal was completed?

Under 16

16-25

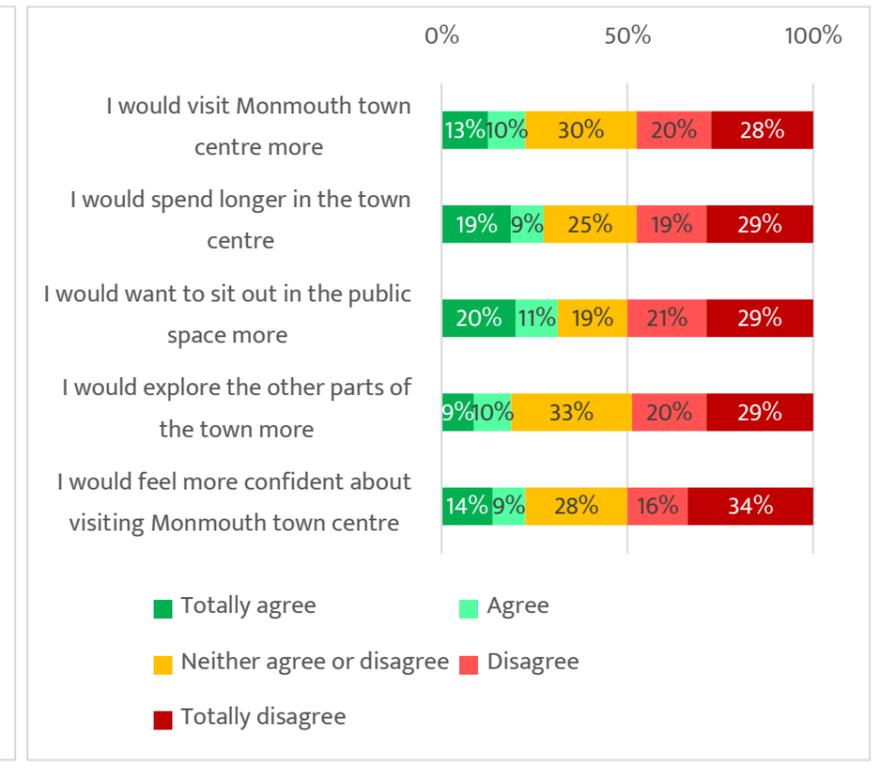
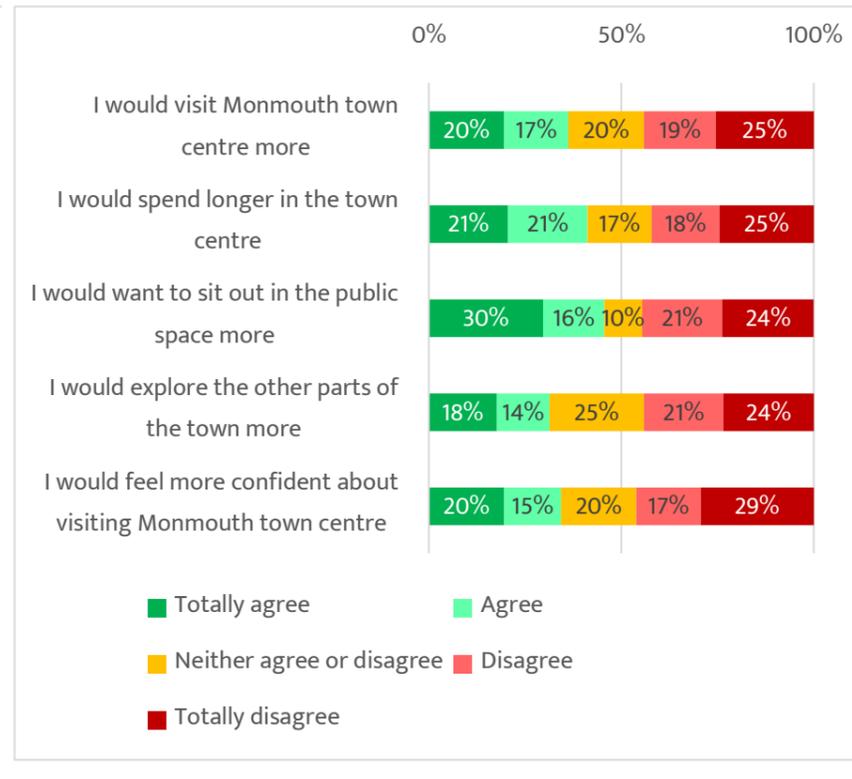
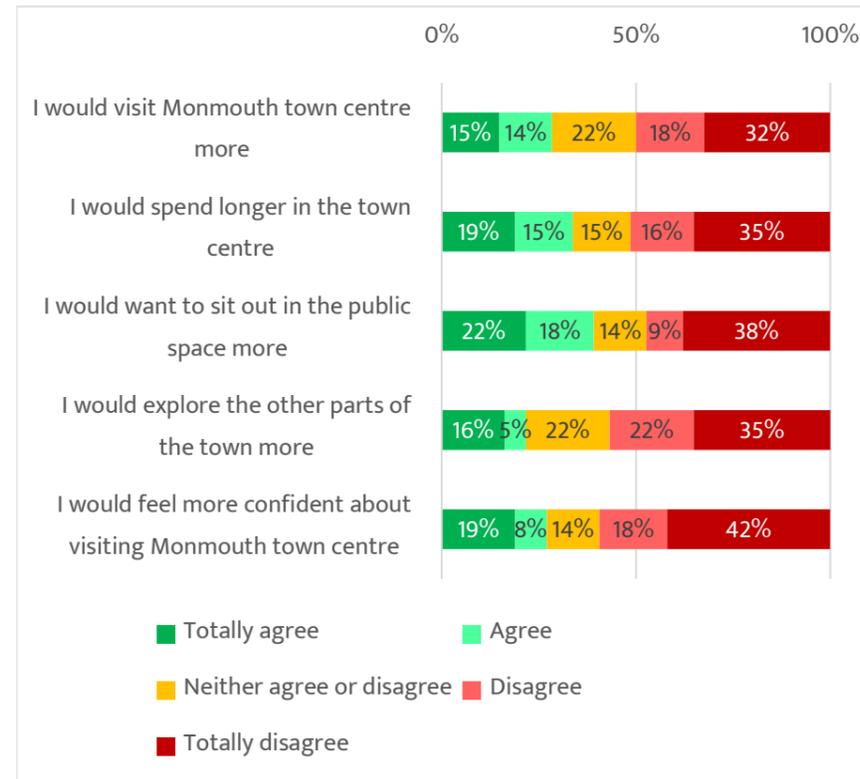
26-35



36-45

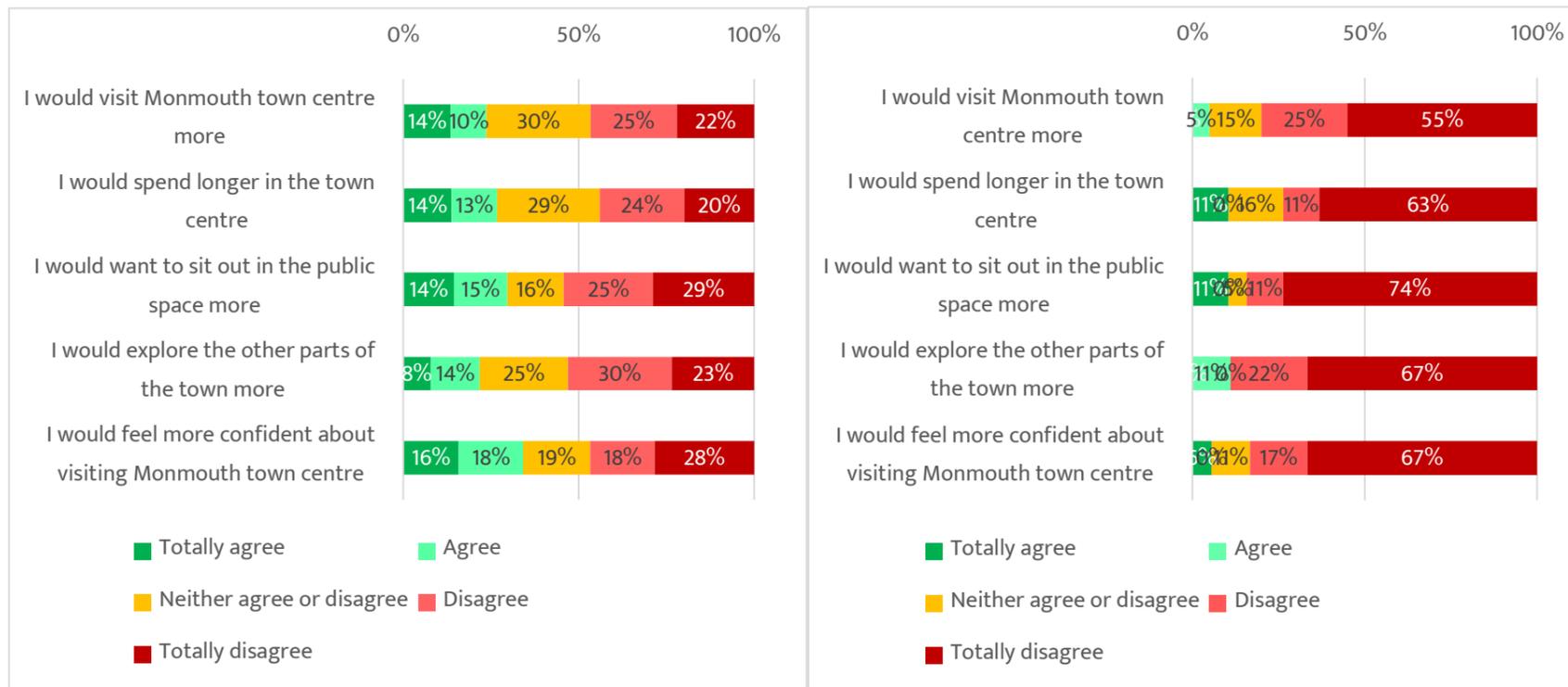
46-55

56-65



65 plus

I'd rather not say



12) Are there are any other comments you wish to make on the proposal?

Against the Proposal

It would be better if the powers that be asked the people who live and work in Monmouth what would be best for the town, before they waste money on schemes that nobody likes or wants - please listen to the shop keepers.

"Still too many obstructions for disabled people.

Too many crossings. Traffic will be at even more of a standstill, resulting in frustration and more pollution for pedestrians/cyclists.

Greenery areas all very well, but costly to upkeep and horrid if they are not."

This is a vanity project of no use to the town - a complete waste of money from the start. The project is presented as an attempt with little chance of funding ever. Remove all the 2020 works and reinstate herringbone parking.

This plan is out of order, you do not consider residents (the tax payer i might remind you) we live here. As for shopping you have made it impossible for decent shops to stay - we have 30 plus closed shops.

The Monnow street road is too narrow, it is now and will be more dangerous for cyclists. If you have been lucky enough to park in Monnow street you take your life in your hands in opening the car door. There is no need for such wide pavements(after all it is not oxford street). Ridiculous to have so many crossings, such a loss of car parking will adversely affect trade.

All the crossings may cause more traffic

I think it may cause more traffic

Less space for cars

It was better as it was before wasting our money on boxes and trees, Trees yes but eating hubs NO. Monmouth isn't a interesting place to visit any more-tackle the empty shops.

I go to Monmouth to do my shopping. If I want to sit out I don't go to town I go to the country to enjoy open spaces

Ridiculous reduction in parking and vehicular access. Will kill off shops and businesses. Waste of money just resurface all pavements and roads to pre covid design.

Many people have to drive into town and/or can't cycle, the prominence given to a cycle way is ridiculous. Also, the proposal with shared cycle and pedestrian section is dangerous. The current set up is users unfriendly, hard to cross uneven pavement, planters everywhere ~ why not have planters and trees by the Monnow and make that nicer.

"We are no longer a market town. so don't call Monmouth that. It gives a false impression of the town.

The wide street was a historic sign of a market town which has disappeared. What a shame.

If you go ahead with this you need more car parks as people won't stop this they can't park. In a rural county people have to travel by car and especially when doing the main shop. The bus service is a joke if you expect people to use it for work and shopping. I suspect that everyone involved in this doesn't live, work or use Monmouth for Dr's etc. So they just like the pretty pictures that have drawn by expensive consultants. Reality is there will always be large amount of cars lorries etc using Monnow Street so you need to accommodate this or provide inexpensive alternatives. Not sure there is any alternatives for lorries unloading for shops on the street

2 hours minimum parking is strange to say the least. The whole thing seems a anti car vendetta. This is a rural area not sure what you think we alternatives we got. Is this a push to get us to shop online and destroy the local shops.

Remember Even those people who are pedestrians probably drove to the town before going shopping. "

Monnow Street has difficulties because the only other way around is the dangerous dual carriageway. The covid measures totally ruined the town and many businesses has since closed leaving the high street withdrawn. There are better routes for cyclists around Chippenham rather than Monnow Street. Green areas are not needed, we are surrounded by countryside so use this space better for more disabled and loading spaces. Use a camera to trap these people blocking loading bays and double parking. A walkway bridge from the car park by Drybridge House would be beneficial, also more signs for it. The new car park by the Queens pub will be suicidal for people turning left from the dual carriageway, lorries thunder along and if you can't quickly turn left it is dangerous. All it takes is someone stopping to consider parking and the cars pile up behind and left with traffic speeding

behind them. Town is awful at the moment and the new proposal will not solve these issues. What's the point in putting money into this when majority of shops/businesses are closing? Short sighted and designed by people who do not know or visit the town at all times of day and night. Ask the local people what they want? We are the ones living here after all and paying taxes. Put the street back as it was. There are too many outdoor seating areas and too many crossings. Get rid is the greenery it won't be maintained. Re widen the road, add seats reduce amount of cycle parking and put the parking back. Most importantly stop ruining our town centre.

Many visitors to Monmouth (including my family) have children at the schools in town. They visit town to shop, collect and drop children, and carry out their weekly needs in the town. Whilst it is wonderful to have the green spaces in the high street, short term parking on Monnow Street is getting less and less and this stops people using Monmouth as opposed to Ross or Abergavenny, The planters take up too much space and many normal (i.e. non-disabled, non-loading) spaces have been sacrificed in recent years. Trees use less space than planters so are a better choice. Too many of the pavements have been widened, losing parking spaces. Lack of parking is a problem in the whole town, which is one of the reasons that so many shops are vacant. And not everyone is able to cycle or walk. We all have busy lives, need vehicles to carry children and bags, sports equipment, dogs, items for our employment etc, As electric vehicles become more common, pollution will reduce. There should be EV charging points available for this which could also be introduced in Monnow Street.

I agree that the street should be two way, as sometimes the dual carriageway gets grid-locked due to an accident. But two way also limits the length of people's journey which is clearly beneficial.

The number of pedestrian crossings proposed seems excessive.

It is important to look after the people who run businesses in town (not only shops), as these are what keep the town vibrant. Tourism is obviously important too, but most tourists also have a car, and provision needs to be made for them."

"Prior to the introduction of the current scheme the vacancy rate within Monmouth was exceptionally low, and I believe that the current scheme has contributed significantly to the current, much higher vacancy rate.

prior to the current interventions, the vacancy rate was much lower than Ross or Abergavenny, whereas it is now much higher. This cannot be entirely blamed on Covid, and the only explanation that I can think of for this change is the current scheme.

I have needed to think hard about this for professional reasons.

public transport in the area can never be adequate and can never transport more than a very small number of customers into Monmouth. Consequently, the ONLY option to providing adequate parking would be the complete death of the town.

Given the age demographic and topography of Monmouthshire neither walking or cycling are viable alternatives to using private vehicles

In addition, I believe that Monnow Street has had a very hard urban character for 1000 years, and that the introduction of street trees would cause serious harm to that character, and i would object to that.

The best interests of the town would be to scrap the whole scheme. The really poor quality interventions of the past few years should be removed, and the street restored to its previous appearance, including the previous number of free short term parking bays. Whilst new paving materials would enhance the environment, I remain unconvinced that these can be justified on financial grounds.

I am professional involved in re generating urban environments myself, and am seriously concerned that this scheme would result in a large amount of capital expenditure which would reduce, rather than enhance the local economy. "

Concerned about the proposal to reduce the carriageway width thereby making the roadway narrower which I can concede would benefit cyclists, but have doubt of how many cyclists would use it. I am against a separate cycle way. Servicing the shops with the proposed plan will cause great difficulty in functioning. We will end up with only coffee shops and lots of empty units with this proposal. There is already a problem with sufficient parking facilities and this proposal will make the problem worse. It fails to deal with all age groups of the residents and concentrates on cyclists and visitors coming to the town for coffee but fail to support other retailers. Whilst visitors are necessary and welcome, it is the residents who keep the town alive. There appears to be a lack of forethought for future development. What has happened to the river bank of the Monnow and replacement and

development of the toilet block which is an eyesore? Once again a great amount of money has been spent on consultancy fees and we see no implementation of the suggestions.

The pinch point at the top of Monnow Street has served no purpose whatsoever and has only reduced footfall in that area. I am totally against this proposal and trust that Mon CC will take note of the strong objections made by residents and traders. I request that you do not ignore the views of residents, which in my opinion and having spoken to many of them, are against this proposal. If Monnow Street is to be changed at such great expense and in my opinion a waste of money, a longer term plan for the town to include the abattoir in Priory Street, linking Vauxhall fields to Rockfield Road, accommodating more parking facilities and access to the town, development of the river bank as mentioned and listening to traders for their requirements to keep the town vibrant in trade are vital.

It does not matter how "pretty" a town looks, accessibility is very important, especially as Monmouth is a tourist town.

As a pedestrian I feel vulnerable with dropped kerbs. I regularly see cars driving through Agincourt Square cross over the textured paving onto the pedestrian area as they allow traffic coming from the opposite direction to pass them.

I do not believe the proposal reflects the needs of disabled people and those visually impaired, street litter (tables and chairs, a frames that cross half the pavement and the tables and plants outside Bayliss hairdressing) having to dodge these items that are put out and brought in at different times of days, and months of the year, would cause distress and never being fully confident with the layout of the pavement. Walk up the street just once, fully concentrating on how it would feel to navigate as someone disabled/visually impaired and you may just see things you never have before. Areas should be designed for the disabled and visually impaired as the priority, everyone else can easily slot into that world with ease, but the other way around is difficult and unfair. The crossings are great, and a fab addition, it is just the street being prioritised for businesses to expand at the expense of pedestrians with additional needs.

Monmouth is a town with an above average proportion of elderly population. It is a great town to retire to and has limited employment opportunities. The use of a car is essential particularly in a rural area with limited transport alternatives. Further

narrowing of Monnow Street will cause more congestion than we have now. Monnow Street is used by buses, vans and lorries and there are times when the dual carriageway is gridlocked due to accidents.

From a retail business point of view our concerns are the loss of on-street parking due to the increase of loading bays. I have never seen more than 2 lorries unloading in Monnow Street - 4 loading bays is sufficient. All our customers want is more on-street quick turnover parking.

We are seriously concerned with the time it will take to implement these changes. Chepstow was thriving prior to the High Street ""facelift"" which took far too long, frightening the customers away and they never came back. Monmouth is teetering on the edge of the same precipice, more and more shops are closing in recent times. If your proposals take more than a month to implement you won't have a high street left. It seems, having viewed your original plans in the Shire Hall meeting and placed post-it suggestions on that plan, that the present plan has not noticeably changed and most of the retail businesses suggest when asked that they have not been listened to. You seem hell-bent on your original ideas and that the consultation process has not yielded any change. "

"Nothing really changes. The proposal merely tidied up the mess created by the temporary pedestrian areas created during COVID.

The artists impression do not account for the current high volume of traffic and congestion. This scheme does nothing to reduce the traffic flow.

Parking in Monnow Street is a disaster currently. With fewer bays and narrower roads, following the increased pedestrianisation during pandemic, has created delivery vans pulling over in the Main Street, lazy residents abandoning their cars on 4 way flashers. The hazards are routinely accepted and prolific.

Further pedestrianisation and cycle ways will reduce the space and congestion further.

No accounting for Air Quality - no data shared in the consultation. This is now enshrined in the human Rights Act.

This kind of capital investment is an opportunity to completely overhaul the whole system. Look at places like Saas Fe in Switzerland. No cars in the Town Centre - electric shuttle buses and electric golf buggy style vehicles. Electric scooters. Why are we not doing this?

Too much consultation with Businesses in the Concept stage and not enough with residents - the local businesses thrive because we residents buy from them. Deliveries etc can be undertaken at night - the supply chain is 24/7/365 these days.

Remove all fossil fuel traffic from the Town Centre, except deliveries overnight. Pedestrianise the whole of Monnow Street. Build proper car parks at each end and use EVs on a rental basis or free of charge to ferry into town and back. Encourage walking and cycling as a healthy lifestyle. No cars - be radical and think outside the box. Think about the climate crisis!

This scheme achieves very little of the critical and much needed objectives. Stop it during consultation and rethink urgently. You are not changing anything and wasting money. The impressions do make the congestion seem irrelevant - it is too busy on Monnow Street every hour of every day. You have failed to address this."

The pictures / artist impression make it appear that Monnow street will be less busy. I don't believe there will be any change. I believe the street needs to be one way or pedestrianised to enable a better quality to visiting Monmouth. This proposal is all business needs focused. You need to really consider what the people want who use the street.

"Concerned that the greenery by the crossings will obscure the vision of drivers to people wanting to cross the road.

Parking at top of town e.g. Priors Street only 1hr which doesn't leave much time to walk down and back to and from the shops on Monnow Street e.g. Bank etc - Should be 2hrs if you're reducing parking on the high street.

There is no car parks at the top of town for those coming in from the A466 or A40 you have to drive down Monnow Street to access the car parks at the bottom of town, adding to the traffic"

Seems very little change after a lot of consultation time and research. It is already 2 way traffic with areas to park/unload and no safe separate cycle lanes. The pictures largely look like the pavements have been replaced with new paving slabs, and a CGI cyclist added (who in reality won't be any more likely to use the street as it still has no cycle lanes) that's about it. Abergavenny centre is far far better as you can wander around without breathing in car fumes / can relax without car noise in the near vicinity, +

there's plenty of space for a pram. None of these changes will improve these aspects on Monmouth Main Street and this they won't make us more keen to spend time in Monmouth. Unless you're going to do option 7 or at least option 2, then I think this money could likely be much better spent on other projects.

Is this the right way to invest in the town right now? With so many shop units empty could MCC better spend their money with schemes that encourage people to rent empty units. Council tax reductions, free rent for a year, buy up empty units and use them for social enterprise. There is no point planting flower beds if there are no shops or restaurants for people to visit.

As a business who requires transport to deliver goods to and from their premises and somewhere to park during business hours. Can there not be scheme where business workers can buy a discounted parking for long hours so they can work at the top end of town. After I have dropped my clients work off at the shop I have to spend half an hour trying to find a space that will allow me to park at the top end of town. The bottom end has two free carparks. The top end only has on tiny free carpark and short stay spaces. Can there not be a system where those who work on the high street and require their own transport to carry out there business could get a permit allowing them to stay longer in the short carpark or build a large free parking carpark at the top end to support business's from Queen Street, swan centre and those set around Agincourt square.

the two way street caveat is too constraining and highlights the need to take a more holistic approach

"I used to visit Monmouth twice a week to shop. Since, the pavements were widened it is not a pleasant experience and I now go elsewhere: Ross or Coleford usually.

I don't like what's proposed, the road is far too narrow as it is now. There isn't enough on street parking. Too much credence is given to cycling and yet I can't cycle from where I live and carry the shopping I need back home.

Why are there trees and plants in the high street we have plenty of that all around us. We need parking not planting.

There are too many crossings included in this the traffic won't be able to flow freely. I would return to Monmouth more frequently if the road was put back to how it was. I am unlikely too with what I've seen in the plans."

Why is there such a focus on what the area looks like when shops are closing down in town? We need focus on opening shops on the high street, that is what attracts people to Monmouth, there was nothing wrong with the street years ago but you decided to

change it which made it less appealing, the new proposal will not help businesses, also the works will affect business just like it did the first time it was done as it was difficult to access Monmouth, which we found the first time around it was incredibly hard to gain access to our car park because of the work going on!

I bought my shop to Monmouth because of the charming town I drove through one day with it's on street parking and lovely wide high street. The work carried out in the Town over the past few years has been totally detrimental to my business my trading figures are significantly down. I don't believe this scheme fits the bill of securing the future of my business in fact if installed it is more likely to close me down. Why you ask, because it will lose the charm and character of this charming town. Footfall is notably down since parking was removed in Monnow Street and the pavements have been widened. This new plan will just making trading worse. If it goes ahead I will not be renewing my lease and will close, to go to a different town that has character and good footfall. It is very sad to see what a mess has been made of this Town since I opened. The best thing you could do to help Town businesses is put the road back to how it was, including reinstating lost parking. Definitely get rid of the outdoor cafe areas. The only plus from the documentation I've seen is the additional loading bays.

This is not fit for purpose, it completely takes away the character of Monmouth. Don't understand why you can get away with making these changes to the carriageway shape when that was how the Town grew around it. We don't need trees in the Town Centre. i hate this proposal, put it back as it was with a wide street and all the parking.

The street needs to revert back to how it was before covid. Bring back as much 30 mins street parking as possible. The street needs to have all the clutter removed e.g. planters, shop signs, etc. Hanging baskets could be provided by the council outside each shop at a cost to the shop keepers to create a more vibrant welcoming town. The proposals have clearly been produced by non locals.

You need to give Monmouth residents what is required by them.

More street parking, remove most planters as an eyesore, too many crossings 50% to go. Pavements too wide, should have left as was. Lower Business Rates, would make a massive help.

Nothing wrong with the town as always seems to have plenty of visitors. Pavements always been wide enough it is a small Welsh town not London.

"I am not prepared to answer the questions about the proposed design numbers 6 - 9. I explain why on the sheet i have attached. In short i fundamentally disagree with your ""preferred proposal"". However, one comment. There are not enough loading bays in the central and northern section of Monnow Street.

Separate sheet....

The fundamental problem with Monnow Street is that it currently carries too much traffic. I am emphatically not in favour of making the street an exclusively pedestrian area. Most of the traffic that goes up and down Monnow Street is going from one end of the town to the other - it is effectively through traffic. The reason that Monnow Street is such an unhealthy and unpleasant place is because of the unacceptably high level of traffic. This also affects deliveries to the shops. From my shop i watch traffic wardens constantly giving penalty notices to delivery drivers who can't find anywhere to stop and upload. The current proposals certainly do not provide sufficient loading bays for deliveries in the central and northern sections of Monnow Street. No wonder the street has so many empty shops. The obvious answer is to stop through traffic going through town (except at peak periods and exceptional circumstance such as emergencies or if the dual carriageway is blocked) by means of retractable bollards placed at the pinch point at the top of Monnow Street where it meets Agincourt Square, and at the end of St Johns Street where it meets Monnow Street."

When parking a car avoid boxes close to kerb making car door opening & access difficult. On a mobility scooter you need space to park on pavement outside shops. Smooth pavements. If the Welsh gov are not allowing road works then is a pointless costly exercise.

No way better than the original Monmouth.

Complete waste of money, leave it as it is please.

Reverse all of Monnow Street to be put back as it was before Covid. Remove all containers and seating areas.

"Put the street back to wide roadway, pedestrians, cyclists and people can make this work. Put the car parking spaces back in the street with loading bays. Get rid of outdoor cafe areas especially green carpet that have been added. Repave the pavements, add an extra crossing near the post office, (there are too many included in the plan now). No green areas they will not stay as you plan them to, will get parked on, dogs will use them as a toilet, plants will be vandalised, rubbish will be dropped into them. This is an ideal world scheme and sadly we don't live in an ideal world scheme. What looks pretty on the scheme falls short when implemented you only have to look at other things that have been done in the town.

The money would be better spent on new tables, bins and facilities by Monnow Bridge the grassed area would be enhanced by using the planting you propose for the high street here. "

Get rid of the green tree areas and the outdoor seating and use that space to create more car parking spaces. Consider reverting to herring bone parking patterns.

The design photos are naive. The current ones should have been taken when there was more traffic, van/cars doubled parked as is usually the case. Putting in grass verges is silly and impractical. People will walk over them and they will soon deteriorate. There isn't the room for trees in tubs. In Alcester there are hanging baskets on poles, plumbed into a water supply for automatic watering. These look wonderful and don't impede pedestrians. How about more parking on Vauxhall and little bridges through to Monnow St? The dilapidated building next to Lloyds Bank could be demolished and a walkway through to the car park. This would be ideal for a large number of disabled spaces, with access to the upper part of Monnow St. We also urgently need our own traffic warden who can tackle the massive parking problems on a daily basis. The consultants you have engaged have done a poor job using little imagination and not really addressing the problems those of us who have lived here for many years could have outlined. As a council tax payer, perhaps you should be asking for our money back. We could have come up with better proposals ourselves.

Council and designers do not seem to understand the topology of surroundings. Public transport lamentable (I lived in Manchester with 5 minute service not 5 times a day). Population is ageing so town, if it is to survive, needs to recognise that car reliance likely to increase not decrease

"at a time when council tax bills are going up alarmingly it seems somewhat irresponsible to spend money on a project like this with uncertain benefits in the short and probably the long term?

I know young people who would prefer to see the money spent on housing them!

"Inadequate parking outside shops for dropping off goods (such as to charity shops) and loading cars with shopping. Only visitors to the town for long periods will tend to use the long term car parks. People driving in from the country to do shopping will not bother going to car parks. If town centre parking isn't available they will go elsewhere. This is already happening with a big impact on the viability of Monnow Street (and Church Street) shops. As less and less people shop in Monnow Street, more shops will close and eventually the town will become a ghost town that nobody will want to visit. Please base your planning on what the shopkeepers of Monmouth tell you. Far more attention should be paid to them as Monmouth will only be regenerated by thriving businesses in the town centre. The walkers and cyclists will do little to stimulate town centre business activity, but of course need to be catered for as well those actually bringing business to the town.

Please put the road parking back in with the wide historical street

Put it how it was pre pandemic.

The narrowing of Monnow Street has already caused problems, this plan is likely to cause more, especially when there is an accident on the Dual carriageway. Why do we need trees we have the Monnow, Vauxhall and Chippenham a short walk from the Town Centre for anyone looking for a peaceful green space to unwind. There are too many crossing points you just need an additional one to what is already available, at the top near the Post Office. Put the original parking back this has always been a plus for Monmouth. When I don't have my bike with me, I like to just be able to pop in during the week, I'll happily park in the car parks on a weekend to do a big shop and spend more time. There is already sufficient cycle parking, I never struggle to find a space. Good to see seats included for the elderly but you could do this in certain areas and put the wide street back to how it used to be. Cycling can be a problem with the narrow road at the top by Agincourt Square this was safer before it was changed. Crossing by the Robin Hood is an accident waiting to happen, it's already a problem now!

Please just put the street back as it was before Covid

Completely inaccessible currently to disabled people who need to be parked/dropped off close to a shop they need to access, - usually several trips up and down the street to find, if lucky, an appropriate parking space (either disabled access or not). Even less total parking with proposal. Even if all parking was for disabled, longer distances to walk to specific shops. No reinstatement of a refuge crossing point which was lost, together with several parking spaces, for extra seating outside Salt and pepper cafe. This was the safest and easiest point to cross at the upper end of Monnow Street as only traffic from one direction to negotiate at a time, vital to those who have sight impairments or slower mobility. This loss alone significantly impacted many, and this crossing point no longer at all viable with solid boundary to seating area. Also, no visibility splays for traffic in/out of Nailers lane so both vehicles and pedestrians actually in road to see Monnow St traffic.

How come the majority of the buildings in Monnow Street are listed to stop people altering the rich history of the Town. Yet, our high street with it's wide featured road with historic provenance is allowed to be vandalised by your plans? The trees don't add anything to this and you are losing the character of our high street. I've lived in Monmouth for over 50 years and what you are doing is a travesty: wanton vandalism. Put it back to how it was.

The worst part of Monmouth is Agincourt Square now that the road has been narrowed two cars cannot pass. This isn't even part of the proposal. Too many crossings the two near the bus station are dangerous, a bus can't pull out fully before it has to stop if someone decides to cross. Not enough parking spaces, older people need to park near shops and may not be disabled. Blind people & wheelchair users need a clear footpath free of obstacles. Historic wide Monnow Street has been lost forever - what a shame!

Monmouth has been spoilt by the changes to Monnow Street, it needs to be put back to it's original condition. People are going out of town to do their shopping. Councillors should be sat in wheelchairs to see how uncomfortable the pavements are.

Needs more parking - probably near Monnow street

Monmouth has a historic wide street which is unique in my experience. If it was a building it would have listed status. The current temporary street narrowing does not work, it causes traffic jams, pollution and limits parking.

What a complete waste of funding - much more important things to spend money on! There is nothing wrong with Monnow Street as it is.

we don't want it

This will not encourage people to visit Monmouth, far too many empty shops. Cars will always be needed to shop as impossible to carry shopping with a cycle or walking.

Return to its previous condition, remove planters

This is a disastrous scheme, both for Monmouth residents and for the shops and other businesses here. The proliferation of pedestrian crossings is ridiculous. I have no trouble in crossing Monnow St. now although I am in my 70s. If MCC are determined to install more pedestrian crossings then one at the top of the street and one at the bottom would suffice. The ramps and unnecessary narrowing of the street just obstruct traffic and serve no useful purpose. MCC should be aware that we live within 20 minutes drive of Ross, with its supermarkets and other shops. That is where a good part of Monmouth's current shoppers are likely to go if this scheme is installed. In place of this, Monnow Street and Agincourt Square should be returned to their original layout of 10 years ago, plus levelled pavements, features to assist the disabled and, important for any scheme, parking enforcement.

Way off what Monmouth should be. Do not need social distancing, massive pavements, wooden boxes. Reinstate it as it was.

Please return to historic wide street to pre covid plan, no planters more parking

How much is it costing, what have you got against Monmouth and its business. What is it going to cost, who is benefiting financially from the proposals. If you really wanted to help Monmouth, you would put it back to how it was 30 years ago.

How much was spent on Monmouth 2 years ago and now they want to waste more on a town that has gone backwards as someone who has lived in Monmouth all their life.

It is such a shame that this lovely historic town is being changed into a bland facsimile of other towns up and down the Country.

This scheme rapes our history for what? Just to be able to sit outside and have a coffee, to be continental, when we voted to leave Europe. Look at other areas of the town such as the Monnow Street area to put your trees and seating to attract visitors

who may then decide to use wander and shop. This would do far more to get people to 'linger' to give a feeling of 'wellbeing' and 'community'. We don't need planting in Monnow Street we are surrounded by beautiful scenery. The pavements didn't flood until the pavements were widened. Please put our town back.

The pinch points are a nightmare. They should be removed.

Spend more time attracting businesses and shops and spend less time messing around with removing parking...the attraction of Monmouth is nothing without the shops and businesses to sustain it

Just put the street back to how it used to be and save the money.

Please stop ignoring what the people of the town want. We do not want the road narrowed - it's not suitable for our town due to the unique nature of it having only one main route through the town and many stores are unable to take deliveries from rear entrances. We do not want the pavements further cluttered with unnecessary pots, planters, or unsightly seating areas. Take away the temporary measures, smarten up the pavements but leave our beautiful, accessible high street alone. You are destroying our town with lack of understanding of its unique nature.

"1) The proposals are poorly thought out. You cannot undertake a design without basic base line information including a topographical survey and knowing precisely the service / utility runs;

2) The carriageway width for two-way vehicular traffic should be the MINIMUM required creating easier crossing for pedestrians and helping to reduce traffic speeds. A width of 6.3m is excessive and counter productive

3) There should be no ability for car parking on Monnow Street - ONLY loading & unloading bays

4) Public seating / spaces should be designed around the most important historic buildings and spaces not merely where cafes currently are (cafes come and go and buildings change their uses).

5) Surfacing material is critical to indicate pedestrian / cycle priority and to reduce traffic speed. At the consultation the Architects suggested much will be black tarmac. That is inappropriate

6) The narrow pavement besides Timpsons / Suits 4 U and St Johns Street is not addressed at all. Those exiting St Johns Street have no visibility and this presents a major hazard to pedestrian safety - this is not addressed at all;

7) The street trees should be Tilia cordata Greenspire

(Small Leaved Lime Greenspire) Correct species choice is critical

8) The proposed pedestrian crossing points (especially southernmost one) needs to be safety audited.

9) Its all very well holding a consultation Monmouth but its to those people you want to attract. You want to retain them but you also want to attract back those who or example live in Skenfrith or Raglan and now choose to shop in Abergavenny as its more pleasant for pedestrians

8) Do not fall for the mantra that Monmouth lacks parking for shoppers. I have lived in the area for approx 20 yrs and can always find a space in a public car park - especially the one beyond the M& S one. Every trader says that in every Town but its a nonsense. Do a car parking survey and base decisions on EVIDENCE"

The pictures don't show a busy high street they show a few cars parked the odd person or cyclist I thought you expected the town to be busy? I moved from Chepstow to the area because Monmouth was charming and had a lovely high street: you've ruined it just like you did Chepstow and this scheme takes any remaining charm away. Put it back, put it back, put it back to a wide street.

The design has reduced a street with parking and smoothly flowing traffic to one that does the complete opposite. Traffic jams are frequent as there is a lot of double parking, particularly at peak time in the morning.

While the pictures look pretty they aren't real life. People will park on the low growing green areas. There is now far too much cycle parking, you need to be supporting motorists more given the hills around Monmouth I know from experience you can't safely cycle and do a decent shop. The town is so uninviting now I drive to Morrisons in Ross or go to Coleford far more pleasant atmospheres in both instances. I hate what the Council has done to the town and more importantly what it's proposing in this scheme.

Put the Town Centre back to how it was with narrow pavements, a wide street, greater parking. Stop trying to ruin our lovely town.

As it is not stated what the comparison in question 6 refers to, e.g. 'It provides better..' I have based my answers as a comparison to the pre-covid structure.

The high street was much more vibrant before these changes began, revert to how it used to be. We are surrounded by beautiful countryside, we don't need trees down the high street. Great for inner cities but not for us.

We would prefer to see Monnow Street restored to its pre-covid layout e.g. the historical wide layout which worked very well for traders and visitors alike. Diagonal parking should be considered.

Town will become even more gridlocked and will turn people away from the town, as not inviting due to potential traffic issues.

Town is already extremely busy at all times of the day.

The design seems to want to narrow the road even more, the amount of zebra crossings will make it gridlocked in town. Try getting through town at 8-30am every morning, it takes nearly 30 minutes to get through.

Keep Monnow Street as it was previously. If there was 30 minute free parking in the town car parks then maybe it would relieve people needing to park when all they need is to pick up e.g. a prescription. Currently minimum parking to pay for is 2 hours.

AS NO FUNDING EXISTS OR INSUFFICIENT FUNDING AVAILABLE THEN THE TEMPORARY LAYOUT SHOULD BE RETURNED TO PRE-COVID STATUS IMMEDIATELY.

Waste of time and money, we need jobs in Monmouth and more businesses but rates are too high. Feels like Monmouth is forgotten about in the eyes of Welsh assembly. More police presence too. Leave Monmouth alone.

"This survey is designed to prevent proper dialogue in my view so the answers will not really help.

The layout as it was pre-covid - worked. Now it does not and the new layout is very much the same as the current one. Especially not for walkers, cyclists, the elderly, the disabled; it is discriminatory in terms of the people of Monmouth."

the temporary changes have been detrimental to the town already and the proposed changes will only damage it further. Put the street back to the way it was pre covid.

A complete waste of money that does nothing to improve the local businesses. At least it is not full pedestrianization that kills any high street and turns it into an urban wasteland.

Remove the obstruction, increase parking and return the street to its classic layout. No need for cookie cutter design that adds nothing at the expense of local business and ratepayers.

Why is the financial success of local business one of the key requirements of the proposals with so many empty shops. He claimed 90% of business supported the proposals but this only includes the limited numbers willing to talk to the survey company. I was told by the architect of the scheme that we need to accept it because this is happening all over the country, why do we need to be like every other high street when we could return to the classic market town high street. He admitted the trees and planting would need on going costly maintenance and that the reason we need the trees was to reduce CO2 emissions, a token effort if ever there was one.

"I am very disappointed with this design for the following reasons:

Monnow Street is unique because of its width. Where else in Wales can you walk /drive down a grand expanse of road amongst historic buildings? The narrowing of the road due to Covid neither helped traffic or pedestrians and took away the beautiful uniqueness that is the width of Monnow Street. In this plan I see you've made the road even narrower. This will reduce the status and feel of grandeur of the street. It will be like any other town.

when we look for what brings tourists into our lovely town it's grandeur and feeling of space and wealth. Your plan removes this altogether reducing Monmouth to any other narrow shopping precinct.

At present I take my car towards town park and walk about to shop how is this scheme going to make me or anyone more active? We already walk about to shop?

This scheme will create standstill traffic. There are no lights on the crossings so whenever a pedestrian chooses to cross the now very narrow street they can. There are many visitors to Monmouth in the summer and on weekends so I can't actually see that you would get very far in a car down the high street. There would be permanent traffic grid lock. No deliveries, difficultly for

emergency services and when the dual carriageway closes as is frequently the case, gridlock. All this so that pedestrians can actively cross the now narrow road in multiple places!

There are not enough short stay parking bays instead you give us trees. Lovely but we need to park cars. There are so many places that trees would enhance the town (river sides) but not in the car bays.

The trees prevent walking cycling and driving i.e. stop active travel.

I want to see the pavement back to precovid width. No wooden boxed plants so that shoppers can shop freely drivers can drive through the town or park as they wish. The narrow road is a hazard now because when you get out of your car the door is opened into the traffic and you have to step out into traffic. Previously there was enough room to have no effect on traffic flow. This is a hazard for mums with children and the elderly people of Monmouth..the very people that can't be as active and need to park. We do t need these extra wide pavements the street cafes are useless in the winter when it's raining and they look unsightly and not in keeping with the architecture.

I suggest that you use the money to put a Victorian glass arcade like those in Cardiff or west cliff Bournemouth etc over church street and create a 12 month useable cafe culture out of the rain.

I do not agree that this plan will create anymore active travel than is already going on but create fewer visitors because of the inability to park on the high street and inability to drive through.

Please reconsider!

Very concerned resident

Need wider road, better pavements, no extra trees as Monmouth is surrounded by trees and woodlands. More parking with a time limit. Monnow St was not designed to be a narrow st.

I think it does nothing to enhance Monmouth. The artist impressions look great, but so did those for Agincourt Square which has proved to be a disaster for the top of town since it was developed. The ideas spoil the historic high street and turn it into a plastic copy of so many others that have not improved business or experience.

"Will this proposal rejuvenated Monmouth fortunes, make it a designation to visit and shop, create jobs and provide a return on MCC's investment? The simple answer is NO!

MCC are failing to address the larger issue of rejuvenating the whole area from the Monnow Bridge through to St Marys Church. Compulsory purchase of all vacant properties, conversion to shop units with accommodation and a Tramshed style / Entrepreneur / startup office space. The look and feel should be as close to The Shambles, York.

This current proposal of changing Monnow Street should be aborted.

The proposal appears to work to a template and does not respect the heritage of the town and what attracts people to visit and, often, relocate. The emphasis on reducing vehicles ignores the fact that Monmouth is the most convenient place for many surrounding communities to do their shopping, but to do that they invariably need to use a car; public transport is infrequent and inconvenient. Adding trees and rain gardens is simply a cosmetic exercise since the town is well provided for in green recreational spaces and surrounded by natural, rural landscape. The town seemed to operate comfortably pre-COVID so it is difficult to see any great benefits from the proposal.

I find the proposals wholly unacceptable. The design itself will further hinder an already flawed design and exacerbate the existing issues with traffic flow. The whole town needs a rethink to ensure shops start to turn round from vacant properties.

Monmouth is rapidly becoming a ghost town

I've lived in Monmouth all of my life I think Monnow street looks awful, it's dirty and scruffy please get of the covid restrictions that would help with parking issues

Firstly I would like to know who initiated the proposals ? Why where Monnow street alterations brought in under the guise of covid and still remain as ug seems that there are people who have already made the decision ? And finally what are the results of previous consultations as Monnow street is absolutely dire sg present and the designs will indeed encourage more pedestrians but unfortunately the vast majority of monmouthians font want it.

"The proposal does not solve the current problem of delivery vehicles double parking and blocking the street, despite there being more designated places for delivery vehicles to park. Cars will park in those places. Or the space for delivery vehicles will not be close enough to where a delivery driver needs to deliver to.

There will be more traffic queues in the street because of so many pedestrian crossing points. Leading to more air pollution. Monnow Street is the only highway for people driving from one side of Monmouth to the other without joining the A40. It needs to ensure easy passage.

A bypass from Hereford Road traffic lights, across Vauxhall fields to the old ambulance station is the only sensible solution, but this is outside the current exercise.

I therefore recommend that the proposed redesign is abandoned, and Monnow Street returned to its pre COVID state. "

"Planters, seated areas and other obstructions on the street are unnecessary and cause congestion issues especially for disabled, wheelchair users and pushchairs etc. which is even more problematic when vehicles are parked near planters with doors open, meaning less space on the pavements for people to pass by one another.

Greenery is not an issue and not required as there are vast green spaces and parks surrounding Monmouth with easier access than Monnow street for people to enjoy.

I also think the layout near to the post office with the 'spill out' space is a complete obstruction to the two way traffic when the loading bay is in use. Seated areas are completely pointless and take up so much space on the pavements, they look cheap and scruffy.

There needs to be more spaces for short stay parking through the length of the high street. The pinch point at the top of town needs better design and management of traffic flow. Cars drive straight up to the pinch point not leaving enough room for cars going down through town to get by and having to mount the extremely high kerbs. Cars coming down also do not stop prior to the junction opposite the Kings Head meaning cars coming up and wanting to turn right get stuck, thus causing a blockage through town and up to priory street - again especially if lorries are unloading by Iceland etc, which also causes a problem going

down through town by the post office and the unnecessary narrow road due to the pointless seated area, planters and loading bay! Total chaos!

Getting rid of the single cycle bay and planters at the top of town opposite salt and pepper, card zone and the cook shop would allow to make room for more parking (which is desperately needed at the top of town) and a slightly wider road. The flow of traffic in this section of the high street is an absolute nightmare every day.

If you allowed better short stay, quick stop, parking more people would use the town centre on a regular basis. We need to encourage less coffee shops and more affordable high street stores where you can buy clothing, footwear and other necessary items for living. "

pointless form ,pointless exercise ,there will be no business' who will be able to operate whist this folly goes ahead (as it will!!) well done MCC for destroying our town

I dislike this proposal as I feel the priorities for the town should be focused on addressing the derelict/empty buildings that are a public eyesore. Enforcement orders should be issued to force landlords to either sell up or renovate. You need to reduce business rates to encourage businesses to come here. Also, instead of wasting money on this unnecessarily scheme, money should be used to police the town. We need CCTV to discourage antisocial behaviour and to make the streets safer. And, if you want people to shop here, consider free car parking, especially as on-street parking is being eroded. Generally these plans feel flimsy, a waste of time and lacking any sense of the wider problems our town faces. For example where is the mention of a budget for more enforcement to stop People illegally parking/double parking etc. Disappointing. Please do better!

Why was this waste f money contemplated in the first place the once pretty town with its fan outs broad high street has been ruined. Empty run down building ugly outside seating causing a littering problem. I grew up in Monmouth and now am ashamed of the appearance of the dirty run down high street. Put it back to what it was a unique vibrate traditional market town. Stop wasting my taxes on the stupid ill thought out changes

I am pleased that there has been no proposal to pedestrianise the street (of course it is needed as a through road). Although this is superficially attractive, I believe it detracts from a town centre. It reduces the vibrancy and leads to a lot of loitering which makes for a rather 'scruffy' appearance.

We need the town back to how it was before covid. You are killing the trade. No where to park so people are not coming to the shops. Trees and pretty places to sit will not encourage people into the town to shop when they cannot park you are killing our trade over and over again

The attraction of Monmouth is that it is a market town. By changing the look of the main street, you are losing the historical look of the street that has existed for nearly 1000 years. Market towns such as Brecon, are managing to maintain their open street perspective, which is so attractive, rather than obscuring it behind trees and furniture. Other areas of the town should be adjusted, but why spoil the look of the, wide market street. Currently there are many empty shops, this is not attractive, there will be little reason for people to want to visit Monmouth soon. When many people visit, parking is extremely challenging, the car parks behind the Nelson garden appear mostly empty, but have no direct access to Monnow Street. You are making Monmouth accessible to a few regular users who are lucky enough to be able to cycle to access the area, but surely we want to attract visitors from further afield. From other countries who would like to see a quaint border market town.

Put it back how it was

The proposed high street is ridiculous. Perhaps look at how many empty shops they are and concentrate on that!! Return the street to how it was prior to covid. Those tree planters are now an eyesore, as is that fake grass area outside coffee one. Full of dog pee and probably drunk people pee. Actually LISTEN to the people and shop owners of Monmouth instead of these stupid ideas and wasting more money. There are issues that need urgent attention! This is not one of them.

This is not needed. We had a lovely town before. The money should be spend on the Monnow bridge riverside area and just wide in slightly, a few pavement areas as needed.

The Main Street looks too busy on this proposal and because of reduced parking precludes people from dropping off disabled for appointments such as eye tests, dentist etc. it's not as nice a view up the street as it was pre pandemic. Don't know why it has to be change£

What high street?? Never seen Monmouth looking so shabby...long gone are the days when Monnow Street was buzzing....the empty shops look awful 😞very rarely walk into town now as can't afford the high end retailers...who can? Can't even buy a pair of socks unless you're prepared to pay stupid prices...it's nuts! We need the old Monmouth back...Dorothy Perkins, New Look....Peacocks....shops that Joe Public can afford to shop in.....lived here all my life and feel gutted to see it so run down 😞....need to fill the empty shops before spending money on the street...or it will be a total waste of money 😞🙄

"A design created to match a brief for a pot of funding with specific criteria and not necessarily based on what local stakeholders think would work.

Monmouth already has green space at it's heart why add trees?

Concerned how much narrower the street will be. Top end of town (near Iceland) is a real bottle neck frustrating pedestrians and drivers. The sweep / generosity of Monnow Street is at it's heart, or was.

Yes to:

having wider pavements.

more pedestrian crossings;

Loading bays appropriately positioned (at least as many as there were before covid);

Appropriate entrance / exit space for the buses either side of Estero;

Maintain as many on street parking spaces.

i believe the proposal will not make the town more attractive to visitors. The cafe culture of sitting on a busy street with pedestrians back and forth in front of you and also the fumes and noise of the traffic is unappealing to me. It is also a health hazard. I feel it is all an unnecessary cost the money could be better spent. For instance on our health service which is in dire straights!!!!

"Unnecessary.

Narrows Road too much.

Too expensive. (We will all end up paying for it)

Put it back as it used to be pre-covid and then leave it alone."

People will continue to park wherever they want and will ignore loading bays which means the double parking situation will actually get worse as the road is narrower than it is now and significantly narrower than it was pre "temporary" changes. It looks like Monmouth will become a poor carbon copy of so many other towns and cities around the UK which have all lost their heart. The number of crossing points is excessive. Traffic will be stop/start leading to higher levels of pollution for anyone daft enough to want to sit outside.

If this scheme is introduced, it will be a travesty for Monmouth. This has lost all the character of our historic town.

"The aim as stated above is inconsistent with the original aims to improve active travel in Monnow Street. It seems to have been turned into a Monnow Street regeneration project which requires much more than a fancy highway.

My two-star rating for how well the proposal meets the project aim is based on the limited scope of the project. To create a vibrant environment, MCC needs to address the factors which drive vibrancy and these are more to do with the quality of what the facilities have to offer, their accessibility and the quality of parking facilities available than with the layout of Monnow Street. It looks like 50% of the available kerb space is still dominated by vehicles on the highway but I have to admit it is far better than the present layout of Monnow Street and I do like the concession made to convert on-street parking spaces to accommodate summertime seating but no one like to be sitting in a gutter so consideration should be given to raising the level at these locations.

What is missing are cross section views to reveal drainage and services because there may be hidden obstacles preventing implementation of this design along the whole of Monnow Street."

The Deputy Minister's recent announcement on the road programme in Wales focussed on its halting and the rationale for that halting. Climate Change. An ambitious proposal. I don't see the same ambition here. A focus on climate change would adjust the model as would a focus on pollution levels.

This proposal will destroy Monmouth town centre. We do not need narrow roads for cars and 5 pedestrian crossing. It will create traffic chaos, make pollution ten times worse and stop people popping to the shops. The investment should be making the bus station look attractive (its horrible), improve bus links from Monmouth to surrounding villages and other towns, enhance areas around Chippenham and the old bridge. The empty shops show that there is nothing worth going into Monmouth for. I am not disabled but have impaired movement, being able to park in the main street is a necessity, before you barely noticed the traffic. The council should stop trying to force/blackmail people into not using their cars, it is a rural county and its not going to happen! the only reason I go into Monmouth is to the Savoy in an evening and the gym. The already current trees look awful so I don't see how others are going to be maintained.

"I think Monnow street was fine back how it was before covid.

think money need to be spent on putting back to how it used to be and to make the pavements to better conditions as they are very uneven. Also the lack of parking just makes want to avoid Monmouth "

Should be put back the way it was the Main Street is ruined and it will be worse the more shops that close I don't even go for coffee I go out of town to a garden centre. The gambling establishment has ruined the top end of town everyone objected yet it still happened this survey is after the horse has bolted we were in lockdown when all the barriers were put up been a disaster ever since . I was unfortunate enough as the cater who fell in the street because of the metal holes looking after my husband and getting him out of the car at the disabled bay I parked in my door could not open wide as you would knock the tree planter stepped back and my foot slid in the metal step I soon wrote to the highways and told them what to do they had metal grids over these by the following week they were dangerous and the whole thing looks cheap

Why the need for all the greenery, we are surrounded by it! Sacrifice the greenery for a couple more parking spaces. Surely you want more parking spaces in the summer when tourists visit so scrap the salt and pepper, pizza express outside seating. Why so

many pedestrian crossings, I understand the need for more but surely a couple less than proposed would be fine. Hopefully the road width will be generous as the re-design at Agincourt square has been made very tight!

A busy thoroughfare is not conducive with a calm and attractive shopping experience. I have seen this road blocked on so many occasions whilst with lorries attempting to unload in the face of traffic.

I think this prioritises cars over people and cyclists - there is a token suggestion of tree planting but the space is overwhelmingly 'car' focused - I think that if you want more people to use the town centre it should be pedestrian and people friendly. It works in other places, I don't understand why it's been dismissed here - what this seems to be is pretty much the same as it is now, which means that there is not enough space for pedestrians and it is dangerous as there are times you have to walk in the road, or are so close the edge of the pavement while walking that car mirrors actually hit you as a pedestrian walking on the pavement.

"If parking is reduced and people are pushed into paid parking , given our high rates of council tax make public car parks free for Monmouth residents ,

A much stronger attitude must be taken to shops falling in to disrepair, think on the lines of broken window system in Brooklyn just because they are empty does not justify eyesores. In most cases of regeneration I have seen we need to encourage creatives to take on shops , Soho, Covent Garden , Clerkenwell, Spitalfields Hoxton all market areas that lost their mojo creatives moved in empty spaces and boom regeneration young people the life blood of cities and towns . March forward or die !!"

the proposal should be addressing the lack of parking spaces, more disabled spaces are needed; sidewalks are still too cluttered; water garden may block visibility of traffic leaving the bus station area. Planter on the pavement are inappropriate and hinder easy flow of pedestrians. Monmouth has a high % of elderly people the may find it difficult to negotiate all the obstacles along the way.

Waste of money . All these plants and pavements are unsafe for disabled and partially sighted . Cutting off town the old and physically disabled . Already can't get into town , this will make it worse . Spend the money elsewhere to make Monmouth active . Like Chippenham park or the duck pond make a route of pathway over the river so people could access this space .

return the street to the wide lovely avenue we had before

"Totally unnecessary and will likely put people off visiting Monmouth.

These proposals are not improvements, but designed to choke off anything but pedestrians and cyclists. How many people from more than a few hundred yards away really cycle or walk into town?

This will be the death knell for many small, independent businesses and not do anything to make Monmouth more vibrant and prosperous. "

Put it back as it was , also take the pinch point out & put this plan to similar, of Monnow street , like early 2005 etc

Do not repeat do not follow the Chepstow town design, as this will kill off Monmouth tow. Centre, which now a joy to visit!

I understand because of previous complaints you feel the need to keep two way traffic, but personally I think it is a shame and would love the street to be pedestrianised. I think this design still gives too much emphasis to car drivers, but it is an improvement over what we have now for pedestrians so maybe a necessary compromise. I think the extra sitting out areas should be year round not just summer, there are often warm days in winter/spring/autumn when people would prefer to sit outside.

This is a huge waste of money .

I see no point in this proposal at all. So much money wasted when it could be spent elsewhere encouraging more shops to open.

So many empty shops in Monmouth. I haven't spoken to anyone that thinks this is a good idea. STOP WASTING OUR MONEY!!!

Does anyone listen to our views or have the pockets already been lined?

Please take it back to pre covid, the wider pavements are a nightmare. People still park where they like and it has made it much more challenging. Sometimes all you want is to pop in for a few bits. Don't want to pay for parking will just push people to other areas e.g. Ross on wye.or Abergavenny

I work out of town and would like to be able to pop into town on my way home but that is becoming increasingly difficult with these measures so I just avoid it as much as I can now and shop elsewhere

You key aims do not include having any viable business left on the street. Trader feed back on current and proposals has been negative but ignored by the council. Stick to a classic market high st, not generic bland town planning by committee. Remove the cars and you remove profitability for traders.

Ditch the 20mph speed limit, widen the street as there is plenty of room to make the pavements narrower and improve parking along the street

If the town gets pedestrianised how are people including disabled/elderly supposed to get to shops. My nan is 84 and i drop her right outside the opticians when she has an appointment

A typical example of the cart before the horse. Why spend all this money with empty shops derelict buildings. Pointless window dressing exercise. How about some joined up thinking? How about a complete strategy involving business, shops property owners and the town council?!

This is crazy seating on busy nasty corners where people have to sit eat food with fumes of cars an lorry's an buses, dangerous for families with children and even more dangerous for people with poor eye sight, this proposal is totally crazy from start to finish! Do one side of the street Herron bone parking, have time zones for delivery's so lorry's are not in and out of the town daily. And planting trees is brilliant but not in a town where roots grow and then destroy pavements in a few years time and then people trip an fall and the council will then neglect and not sort out costing more money! Totally rethink the wide pavements and all the signs and crap that's already on the pavements people aren't able to walk up the streets of the town as it is let alone adding more crap and vandals in the town will have a field day with it all destroying it like they do now! Go to the primary schools and ask the 4 year olds to design the street u may get some better pond drawn up then! Some of the design is nice but on the whole it just won't work in this town. And please sort out all the confusing 20/30/40 limits no one can follow the speed limit start putting it on the roads so people are more aware of the speeds their supposed to be doing now it's so confusing for many drivers. Sort the actual roads out so we can actually drive them and not burst our tyres and bugger the suspensions before doing anything else to this town.

The design has met the brief BUT it is not what Monmouth needs. The town needs revitalising by filling the empty shops meaning that people would have a reason to stop, shop, socialise and enjoy a more appealing Monnow Street. The pinch point by Suits you, needs clear marking and a designated right of way. Parking needs to be addressed, as someone who live out of the town I want to be able to nip into shops not spend my whole day walking to and from a car park far from the street. Waitrose will get fed up with people abusing their free hour parking. Was herringbone parking considered in Monnow street? The question is what was so bad prior to Covid?

The whole thing, lovely as it is, is a TOTAL waste of money while high street businesses are closing down and/or leaving in droves. Sort out the landlords, lower the rates, give business grants, support them to bring the town back to life.

"The design was drafted without any consultation with shoppers and Monmouth residents and I'm confused why the planners say the businesses were consulted and agreed but heard the Chamber of Commerce doesn't? Having worked a lifetime managing big projects all major stakeholders should be consulted and their requirements noted before any design stage. Are shoppers and residents not stakeholders? The architects say the total cost of the project is not within their remit but surely any project has to work within financial constraints up front. They did agree the Council thought they could finance this from levelling up funding which they didn't get so where is the money to come from when the Council are looking to save millions of pounds this year? Apparently even though the design gives loading only bays and extra width for each car space the number of car parking spaces will not be reduced. This doesn't add up? Would it not have been better in the interim to have spent money on returning the street design to pre Covid to return additional parking instead of spending thousands on drafting a design for which there is no money available to carry out. I would like to know how this consultation and design was funded in the first place and how much it cost."

The town is falling apart as rates are too expensive and shops are empty. I choose to drive away from Monmouth to have more choice of shops. Instead on constantly wasting our money on changing the layout, reduce business rates so businesses choose to come here.

"Too much emphasis on leisure cyclist is given by MCC who drive into to the area to cycle around. Most locals have to use a car, so why favour non environmental cyclist over local people. The town is dying due to a lack of basic clothing shops etc, cyclist do not bring in hard cash

These artist's impressions are totally misleading. Nothing like the usual number of cars wanting to park or pedestrians failing to be able to see cars coming when they want to cross. We don't need trees, we have Wye Valley and Forest of Dean on our doorstep!

As a pedestrian, I find Monnow Street absolutely fine, apart from those daft, massive planters that do nothing but get in the way when you're walking. We live in the Wye Valley, we have greenery growing everywhere...we don't need dead plants and weeds in boxes to pretty the place up (in fact the bunting that goes across the road does a lot more for making the place look attractive imo!). As a driver, the road is a nightmare. The road situation outside Iceland is ridiculous (bus stop opposite a loading bay...nice one), lorries have nowhere to deliver so they block the road, and pedestrians frequently emerge to cross the road with those planters and random cars stopping impairing visibility. It isn't feasible to make Monnow Street pedestrian only as we have no alternative route should the dual carriageway be shut or blocked. It was better pre pandemic.

It's one small high street in the countryside. Planters and garden areas are unnecessary as we are surrounded by green space. Surrounding crossings with them is un safe as it restricts the view of pedestrians and traffic. There are plenty of areas where people can sit out and have coffee i.e. church street, why clutter the high street with this? Put the parking and loading bays back in the street and get rid of all the pointless street clutter. Spend the money on re surfacing pavements and roads and stop making it so un accessible to cars. This is what is killing Monmouth. We want ease of access and a no nonsense high street which we can navigate easily.

Access to short term parking is still an issue. For a quick visit (10-30 minutes) the costs for parking when walking is not an option (crutches or fatigue) are ridiculous. Parking in Waitrose or home bargains is the only option as the high street parking is minimal now, and the costs for the main car parks are minimum 2 hours. With the change in parking, a different tariff starting at 30

minutes would be much more sensible. The new parking meters make this a possibility and would likely make more people use them if there was a reduced fee for parking for short times. Thereby increasing the money raised through Parking charges. not enough carparking spaces, too many zebra crossings. What happens when you need to take your elderly parents to the doctors and you can't park. no loading bay outside the post office for deliveries many of the residents of Monmouth are elderly they can't walk long distances and they certainly don't ride bikes. I hope you are going to level the footpath outside coffee 1 as it now slopes and some elderly people have fallen over having to work on the uneven surface where the drain is. People cross the high street wherever they so please on busier days. The trees will make for reduced sight lines for drivers who may now not see people suddenly entering the road. Even with more crossings, people regularly flout these, for example the zebra crossing by Waitrose going to the public toilets, many people choose to cross on the much more dangerous bend a few yards down by Handman House. The trees will become a hazard for pedestrians.

Just spend the money on fixing the current roads and taking away the pandemic obstructions.

"The scheme proposed is inadequate because it does not provide a holistic vision or proposals for regenerating Monmouth and providing a sustainable development for current or future communities' needs as a retail and service centre that draws on a wide population from three counties and two countries.

The scheme as proposed has some interesting ideas but highlights that it is just a short term fix that proposes short term solutions to the visual decay of a small section of the town. This will be seen as a sticking plaster that does not solve the crisis that faces retail businesses aiming for a sustainable future in the town. This project as it is presented is unlikely to increase footfall to the town and is likely to deter many existing consumers / residents from visiting as frequently owing to inconvenience from reduced parking spaces.

The scheme does not fully address the delivery needs of businesses and places planting schemes in front of retailers who rely on drop-offs and collection by customers on short trips(pharmacies/ hairdressers).

There appears to be a failure of consultation where many businesses who have provided comments to local people feel they have not been consulted , haven't had a chance to state their needs and ideas and now feel that their concerns have not been addressed to date.

There is nothing in the proposals which explains funding sources to be used to deliver the scheme , cost of maintenance or ongoing responsibility for cost and maintenance of the changes to infrastructure and planting .

More significantly no consideration has been given to connecting the scheme to the adjoining areas of the town such as the market, Monnow Bridge or the existing under- invested, underutilised green spaces in the connecting areas of the town.

Residents and businesses alike are rightly concerned that the scheme lacks ambition and vision and appears to have minimal support from businesses and residents.

There is no data provided on existing footfall, traffic and no analysis of the medium and long term challenges affecting the long term sustainability of Monmouth as a retail and service destination.

Where is the cost benefit analysis and what are the targets for measuring the scheme's success against the vague objectives

Where is the consideration for introducing green infrastructure including electric fast charge spaces, free parking , secure cycle storage and provision for encouraging new sme's to base themselves in the town.

In the absence of a fully costed plan to increase footfall and regenerate / re- purpose the empty retail and housing stock these plans should be scrapped and a more comprehensive grassroots led consultation using central government levelling up funds should inform a future plan which is more ambitious and which has the support of the whole community .

In the meantime the pre- covid status quo should be restored , drainage improved and pavements made safe and level .

Retention of outdoor seating for food premises and planters adopted by sponsors who keep them well maintained.

A future Monmouth plan should be developed in consultation with all in the local area to cover regeneration of business activity including a hub for sme's and hybrid workers , new residential activity / townhouse developments , accessible green spaces, infrastructure for electric vehicles , free parking...to name but a few

It is vital that future regeneration is driven by the community, local decision makers should ask the right questions and involve local experts not national consultancies like Capita who use formulaic schemes and sell them across the country to local authorities. The knowledge and talent is available locally in the community who know best what will regenerate the town. "

Put it back to how it was pre pandemic

The lack of short term free parking has already altered my schedule and I now visit local shops and post office in local villages. I'm sure it will be very attractive for local pedestrians but I can't see a non local or tourist benefit because of the poor car parking and congestion

Awful

Monmouth used to be a vibrant market town with lots of tourists . Now it is a sad untidy town that has become a second citizen to other local towns because of the unnecessary changes that have been implemented by MCC recently.

It's ridiculous, we live in the wye valley we don't need these trees and green areas where cars and people can be. Lack of parking is ridiculous. And the congestion this causes is dangerous. Its also harder to cross now the road is narrow it was so easy before as you could see cars coming and they could see you. Put the street back!

I believe there is disproportionate amount of effort focusing on cyclists visiting the town. Monmouth is a rural town and many people are unable to cycle to and from their house. I feel that you have not considered how many people actually cycle within the town. I also feel strongly that money needs to be spent on developing the riverside next to the Monnow Bridge, it is currently quite unattractive, but has the potential to be made into a buzzing place with local eateries and independent shops.

Sharing space with cyclists as a pedestrian does not encourage me to use the town

Put it back to the way it is meant to be ! A market town with parking and through traffic.

STOP RUINING OUR HIGH STREET. PRIORITIES US CAR DRIVERS.

Two at most stay because the surrounding do not cope! This was proven during the one way system. The town needs more variety of shops and doing the paving is not going to attract any more shop keepers. Taking away parking in the street reduces the number of people who like to call in on their way to work or on their way home

Its claustrophobic.

The town doesn't need trees down the street, it's a town not an Avenue. There's plenty of trees over chippy, the town is for shopping

I do not want this change and want it put back to how it was before the pandemic when it worked for all. It was safer as both a pedestrian car driver and cyclist. what a waste of money and devastating for businesses. WHY WON'T YOU LISTEN?

Waste of money !

That the businesses and public on several previous surveys have said that they want Monnow Street put back to how it was but Monmouthshire County Council won't accept that proposal. After 2 years of Covid the businesses need as much help as possible. Several businesses that survived covid have since closed and the changes already made to Monnow Street by MCC have played a part in those closures. Just because this layout worked in Abergavenny doesn't mean it will work or is suitable for Monmouth! The number of empty shops is increasing daily. Monmouth rates are the highest in Monmouthshire despite the fact our high street has been a mess for 2+ years. The standard of the work done 2 years ago (against the wishes of the majority of people and businesses of Monmouth) is shoddy, very poor and not what was promised at the consultations (MCC ran out of money!) Unlike Abergavenny & Chepstow we have no train station. Unlike Abergavenny we have no council buses, let alone electric ones! We don't have enough car parking spaces but MCC are happy to reduce the number of spaces on Monnow Street. We are fighting to keep our emergency response team in Monmouth and even with them we know that someone suffering a heart attack will be dead before an ambulance arrives (averaging 7 hours for an ambulance to attend), or someone with a stroke will suffer irreversible damage before an ambulance attended. The infrastructure wasn't sufficient a couple of years ago and yet you've continued to give planning permission for new builds without providing another Gp practice or primary school. Monmouth is the county town and yet it feels like the poor relation constantly overlooked whilst other towns especially Abergavenny seem to be favoured. The proposed changes to Monnow Street are just another example of MCC not listening to the town or caring enough about Monmouth to do what's right! This is the 3rd / 4th consultation and each time figures are massaged so that MCC's

proposed plans are shown to have the support of the town. Many people will not respond because they've replied to previous consultations and MCC haven't listened!

"Leave Monmouth alone help the shop owners we are turning into a ghost town

Shops closing down because they can't afford the rates

Work on getting shops back open "

Put it back to pre covid, totally disgusting that salt and pepper can keep their ugly unkept monstrosity in the street

Whilst I appreciate the extra crossing areas will definitely help pedestrians, I think the planters and seating already make the town look chaotic. I much preferred the way it was before the existing changes were made. The short term parking was much better for workers popping into town to pick up lunch or a coffee. Let's be realistic here... you can pour money into making the high street look pretty but there are so many empty shops in Monnow Street, Agincourt Square and Swan Court that the town has become an embarrassment as the gateway to Wales. If we didn't have the beautiful buildings and landmarks there wouldn't be anything else to visit. MCC desperately need to make a huge effort to attract businesses to Monmouth. Many people now shop elsewhere and the lack of parking really adds to the problem.

Return it to how it was and leave Monnow Street alone. You've taken the town away as it is and as you want the proposal to be like

Put Monnow street back to it was before covid and spend the money elsewhere. There is no parking in Monmouth and not many shops which are open .people who do travel here usually can't park so there go on to Abergavenny

The plan is a waste of money. The council should concentrate on reducing council tax and business rates for people. There is no way for people to maintain a business and make a profit. Look at how many empty shops are in the town!! One must travel to Newport or Hereford for good shops.

Support for the Proposal

The designs look excellent and brings Monmouth in to the 21st Century. Please don't be discouraged by the very vocal minority and stick to what you know is the right thing to do to support the future of our high street.

Maximum liaison with wider planning so that improvements to Monmouth could take place soon.

One has to compromise but my view has not changed since i wrote the accompanying verse sometime before the pinch point was widened for pedestrians.

Please get this proposal through! Town is starting to feel like a ghost town and we are supposed to be the heart of Monmouthshire. This will attract more visitors

As a visitor to the town i would like to see more seating areas that are not attached to a coffee shop, somewhere for visitors to sit in town or by the river for ice cream and for takeaway coffees etc.

The proposal looks beautiful and well thought through, so in principal /ideally it should work really well, but I have major doubts:

1. Who is going to maintain the plants? Any amazing looking shrubs/trees can become a mess if nobody looks after them. The council is struggling with available money for everything, how can they make sure they will have the cash for maintenance?

2.The increased number of loading bays are a great idea but I can not see large delivery lorries wanting to use them when they are further away from the shops where they deliver to, than parking just in front of them.

Who is going to police that they use the bay and won't just choose to park on the road and then just block and hinder the flow of traffic?

3. Even though the plan looks great and vibrant, a town centre that has more and more empty shops will not necessarily attract more visitors and more shoppers. A major town design update may not solve the dying high street problem although I may just think differently then the general public. Or maybe we just need to attract more independent shops to our town centre before we are too bothered by its looks(?).

I love all the zebra crossings. Great for pedestrians.

As a person with a disability I welcome ways of accessing the town to shop. Parking near shops is essential if we are buying goods so that shopping can be loaded into cars. I believe the town plans meet the needs of all kinds of people and will provide a pleasant and inviting urban environment.

Fully pedestrianised would be lovely but this is a good compromise given the limitations of Monmouth road layout .

There has been a thorough consultation and the plans could revitalise the high street.

I think the proposals are excellent. I know they won't solve every problem we have in the high street, but I think this makes a really good start. We also need better public transport and to convince landlords to reduce their rents!

There has been a thorough process

The proposals strike a good balance between the different activities that take place on Monnow street. A walkable and attractive and visually uncluttered environment will be a great improvement. Much of the consultation responses from shops has been disproportionately focused on car parking, neglecting the fact that the majority people in Monmouth live within a short walking distance, and the street should principally be a place for people not cars.

"It is excellent that there are more crossing points. A courtesy crossing point, however, does not give either pedestrian or road user right of way. This can cause confusion unless there are signs that say give priority to pedestrians. The only lighted crossing currently in existence seems to have lost the lights in the “how the town could look” graphics. There are two very worrying issues regarding safety. At the upper end of the street, the pavements either side of where St John Street joins Monnow Street are extremely narrow. This is not marked as problematic on the “how the street works now” plan. It is, however, the narrowest pavement anywhere along the street. For the road to remain two way at that point the pavement on the other side of the road (the north western side) would have to be narrowed. This problem is totally unaddressed.

The other worrying issue is visibility around the courtesy crossings at the lower end of the street. To have a loading bay immediately next to a crossing point means that drivers coming up the hill would not be able to see people waiting to cross from the left-hand side if the loading bay was being used. Likewise, pedestrians waiting to cross would have to crane around a truck or van in order to see if traffic is coming from the right.

Other crossings have their waiting areas immediately next to rain gardens and these would block visibility to pedestrians and road users, especially if the trees are of the size that the graphics suggest.

Visible and regular parking enforcement would make an enormous difference to the success of these plans. In terms of people who plan to use the car parks and then visit the street on foot, links between the car parks and the high street would benefit from being more clearly signed, and in the case of the alleyway that runs alongside number 20a Monnow Street, actually being opened.

The street and town would benefit from being motorised vehicle free with the exception of vehicles for the disabled and vehicles loading. Surely it would be a much nicer place to be if it was all pedestrianised. Cars have no place in town centres.

We need Monmouth to look, and to be, as green as possible. We have taken every option available to us to mitigate climate change. This should inform every decision, and this behaviour of itself will make Monmouth an attractive place to live, work and visit.

These proposals are helpful in improving the town centre however the far greater issue of vacant high street premises is not being addressed. There should be 12 months free of business taxes for start ups occupying empty premises and reduced business rates for 12 months to help existing premises stay open. This is what would influence me to visit Monmouth more often. The town is dying currently and these proposals will not change this.

Comments on the Monnow Street Proposals

Proposals to improve the layout and resurfacing of Monnow Street are welcome, particularly to remove the now totally inappropriate changes brought in during the pandemic. The intention to make temporary alterations in response to the pandemic was sound, but the decision to widen the pavements and then to largely destroy that improvement by placing numerous planting boxes on the widened parts was nonsensical, cancelling out the benefit of having the wider paving. It will also be good to see the removal of the extremely unsightly seating enclosures that are completely out of keeping with their locations.

The Design Principles for a two-way system with the inclusion of the factors mentioned in ‘Item 4: Process so far’, seem sensible, particularly to provide a reasonable degree of street parking, disabled parking spaces, loading bays, improved pedestrian crossings and cycle stands, but some of the proposals definitely need to be considered further.

A major concern that I have with the proposals is that the historic wide open nature of Monnow Street will be compromised. The road is thought to have existed at least from Roman times and in the Middle Ages the Great Causey, later to become Monnow Street, was an ancient trade route to the west, with the wider area in the middle used for the trading of livestock and market stalls (Ref: K. Kissack: The Lordship, Parish and Borough of Monmouth; K. Kissack: Monmouth and its Buildings). John Speeds map of 1610, shows it as Monmeth Stret a wide open street in it’s present form, with plots reflecting the much older burgage plots set out in the C11th. John Newman (The Buildings of Wales: Gwent/Monmouthshire) states that it is a pleasing continuous array of C18 and C19 shops and houses.

Whilst the form of the buildings on either side are not changed by these proposals, the wide open nature of the street in the heart of the Conservation Area will be detrimentally affected by:

Introducing an unnecessary snaking to the road, part of the way up the street, which detracts from the historic fairly straight and open vista of the street.

The tree planting that is proposed, also detracts from the open character of the street and there is no precedent for such planting in Monnow Street in the past. This would seem to have very little impact in offsetting climate change and any advantage could be equally and more satisfactorily achieved by introducing improved green landscaping in the area of the old cattle market car parking area, without compromising the parking.

Looking at the proposals in detail, I would also mention the follow:

Road / Pavement / Parking / Crossings

I question the snaking of the road, as mentioned above. Also why is a pinch point to the pavement being created unnecessary outside M & Co and couldn’t at least one more parking space be created here.

The number of pedestrian crossings at the southern end of the street seems excessive and the parking in this area could be improved, either by omitting the crossing in front of the Robin Hood, which seems unnecessary, given that there are two other crossings slightly to the north, or alternatively, the one in front of the Robin Hood could be omitted and the next one outside Waitrose could be repositioned to the southern end of the loading bays. Either way it should then be possible to add a couple of parking spaces in this area.

Cycles

Whilst the provision of cycle stands is clearly good, why are there so many small facilities scattered along the street. Can't cyclist also be encouraged to walk up and down the street once they have parked their cycle. Surely the provision of a number of stands in Agincourt Square, somewhere at the bottom of the street and one or two locations half way up the street would be more sympathetic, rather than having numerous ones scattered throughout the length of the street. Also the ones by the loading bays at the bottom of the street, would be safer if repositioned around the corner by the new crossing from the car park; this would also be more convenient for the toilets.

Planting

Whilst the provision of some sympathetic planting/raingardens is welcome, obviously a detailed landscaping plan, plant specification and a realistic management regime is required. However, as mentioned, I do question the provision of trees, the number and exactly what they will be, how mature when planted, maintenance, leaf fall, etc. and particularly their impact on the historic wide open vista of the street, which has remained in that form for centuries. If they are to be provided, then perhaps a straightening of the road and a more aligned layout of the trees would be more appropriate to keep the rhythm of the street.

Seating

What measures will be in place to approve the provision and location of seating areas on the payments, so that it does not get out of control? Allowing seating directly against the road edges does not seem safe, but if it is proposed, there should not be enclosures, such as those in place at the moment, that are both unsightly and obstruct visibility.

I appreciate that Salt & Pepper have an important presence in the town, but the provision of such a large area of seating directly outside their shops, where the street is quite narrow, is not an ideal location. Those outside Pizza Express also seem unnecessary. I don't see any need for seating outside the Estero Lounge and the Robin Hood Inn, as both have external seating areas at the rear of their properties. The seating in front of the Estero Lounge is particularly inappropriate, as it is right next to the busy entrance and exit roads to the bus station and Monnow Keep Road, with a lot of traffic fumes and it will probably impede visibility at the exit. Generally umbrella shading to seating, particularly adjacent to the road kerbs, does not seem sensible as it could easily blow over.

Toilet Block

It is a great shame that the proposals aren't being expanded to incorporate the replacement of the ugly toilet block at the southern end of the street, which has detracted from the setting of the historic Monnow Bridge for many years. It seems an ideal opportunity to replace or relocate this with a much more sympathetic building, perhaps combined with a visitor centre, something that has been discussed on numerous occasions in the past.

The Plan is really excellent from a short term point of view and will undoubtedly make the centre of the town a more attractive and functional space. However it is behind the curve in the sense that we ought to be planning to cut down car use and not to facilitate it.

The needs of businesses in Agincourt Square, Church Street and Priory Street need to be taken into account."

I love the idea of having more plants and trees in the town as it really stands out and makes it look like a nice place to be in. I like the idea of having more crossings instead of only having a couple of places to cross safely.

I hope the trees are as mature as shown in the illustration! Please sort out the uneven surfaces and drainage in the pedestrian areas.

The design proposals solves a multitude of problems that need urgent attention.

"There has been a lot of negativity about this proposal however it seems naïve and without the offer of viable alternatives, certainly based upon the resources that are available.

I believe that there is no diamond bullet or one quick fix to improving Monnow high street. I do believe that as the start of a continued commitment to finding ways to improve our town, these proposals will add value. "

I think some seating would be lovely

"Pleased that there are wider pavements, and a narrower carriageway. Motor vehicle traffic, if it has to be on Monnow Street, should be moving slowly, and be the lowest priority in terms of Monnow Street users.

Not sure how well the proposals will benefit cyclists. We have four out of twelve employees that cycle regularly from Wyesham to our business on Drybridge Street.

There does seem to be an improvement for pedestrians. The raised areas will hopefully slow motor vehicles and enable safe and timely crossings.

The planting scheme looks good, as much of it as possible please.

Better signage and links to available car parking, not on Monnow Street, is needed."

I would hope that although we all use the town in different ways and for different reasons, I would hope that the business section of Monmouth would be very receptive and fully back the proposals. The town needs to be attractive but the vibrancy and variety of our businesses is paramount so their views should be considered very strongly during these difficult times.

"The sharing of the two-way traffic with cyclists as priority is not sufficiently made clear even though new expensive bridge encourages them here.

I cannot see why able-bodied visitors should allowed to park at all. Why can't they use the car parks? And i don't agree that the street should be cluttered with extra cars in the winter

I hope that every opportunity has been taken to widen pavements for people to pass and not have to weave in and out of those awful planters

The new highway code lists priority to pedestrians above cyclists above cars and van and all around are Active links - is this sufficiently signed and coherent? The Wyesham Active link project completely ignored Hadnock rd the very dangerous mini roundabout or any signage for often cyclists with small children as to they try to find and reach the town centre. Three well

meaning but classic examples of unjoined up thinking. And what is so special about Wyesham? Many more cyclists pass house on hadnock rd every day than i have ever seen in Wyesham!

I hope that "

A good thing about this is getting rid of the wooden shelter places in the town. its' also good that it looks like you will put new slabs down on the walkway. I hope the pavements won't slope like the wide bits do now and like Agincourt Sq that's awful to walk on. keep parking in town we need plenty. Hope you aren't going to narrow the road any further it's dangerous as it is. would prefer it to go back as it was, with new slabs on walkways.

The design layout creating more pedestrian space is great as is the extra greenery. Street needs to be built with better materials but is a great idea.

Thank you for a comprehensive, well thought out inclusive plan

Monnow Street badly needs this regeneration, its really tired currently! Abergavenny's town centre regeneration has been a big success and so will Monmouth. Better links needed from car parks, Howells Place is too narrow and its difficult to navigate.

There has been a lot of negativity about loss of on street parking but increasingly in modern shopping areas there are more pedestrianised areas. Shopping is more pleasant in such areas. There does need to be car parks close to shopping area with a short stay free of charge option. People don't like change and often don't see the benefits.

"Regeneration of Monnow Street and the wider town centre is welcomed and vital to attract investment into the town.

Monmouth town centre should represent the stature of the town in the county and currently this is not the case.

The proposed scheme is very attractive and makes the town so much more appealing to the residents, and visitors alike.

Car Park links to Monnow Street need to be improved as Howells Place is too narrow and therefore does not serve its purpose well especially for the disabled.

Abergavenny town centre regeneration has been a huge success although was not particularly popular initially and this was a full pedestrianisation.

I sincerely hope this project is approved for the all the reasons stated."

It makes Monnow Street much more manageable for everyone. Reduces vehicle traffic scrum and allows people to walk more safely and confidently through the street. The whole street looks more attractive and therefore enhances the look of the businesses. It's far better for our health and the environment too.

Improving the visual appearance of the town must be of a high priority because tourist engagement is very important to the town economy. I feel that this proposal meets that requirement

Very exciting to see more permanent trees/SUDs, please make the edges hard to drive over because we have a lot of big 'all terrain' vehicles and people need physical restrictions from parking in flower beds.

The pavements are currently uneven, so huge puddles form when it rains. They are a mish mash of tarmac, slabs and small blocks. They look awful and not good for the elderly or disabled. I don't think the street layout will have an adverse effect on businesses, they are mostly kept away by high rents from out of town landlords.

Please introduce layout asap

Very well thought through and developed with lots of consultation. An excellent scheme which will make a huge improvement to Monmouth.

Its a good balance of the needs of shoppers, tourists and businesses. I love the planting and extra crossings.

I completely support the traffic calming effects e.g. the zebra crossings. I am confident the investment will bring additional businesses into the town, as well as visitors.

Positive design, feels that would be best to effectively shut Monnow Street to through traffic during work days by stopping traffic from St John's Street to square during the day. Parking in Monnow Street is always going to be limited.

It's a challenge to reach a consensus with a shared space such as Monnow Street. I don't think that any one design can meet all elements of the project aim, but this is a reasonable attempt at doing so. All of the design elements however are reliant on enforcement of loading, parking and maintenance of amenities which require long term commitment from all parties.

I think that this is an excellent proposal for the high street. However where will the traffic go or how will you reduce the need to drive to town? Is the intent for all traffic to pass up and down the dual carriageway? What additional public transport proposals

are there to allow local people to visit the town without a car. Would you start creating proper independent cycle routes that are car free etc.

I think this will be a great improvement on the cluttered, car choked Monnow st we have now. Space for EVERYONE! I think the designers have done a good job trying to take into account everyone's views. I'd like to see a more radical approach to reduce car usage in town but understand a compromise is needed and this seems like a really good compromise.

I am delighted to see the proposed improvements to the town centre. It will be a much improved area for us all to enjoy, make it much safer for crossing of road, very important to me with young grandchildren growing up in the town. I am delighted that Monmouth will hopefully attract more people to the town and hopefully more businesses to open too.

"Great design but heavily focused on pedestrians, which i understand is the overall aim. Although the traffic through the town will be heavily restricted with the number of pedestrians crossings, making it difficult to travel through.

Personally, I would suggest investigating options for relief roads from the bottom of Monmouth the top, avoiding Monnow street. As this would reduce the amount of traffic through the town, whilst ensuring a smooth flow of traffic if the dual carriageway is blocked by a vehicle breakdown or accident.

My main concern is the upkeep of this proposed area. Since the widening of pavements in Monmouth has taken place as a temporary covid measure, the streets have remained that way with trip hazards and poor surface quality. The current planters and seating areas have been vandalised multiple times and now look horrendous. If the design is implemented and not controlled/monitored after completion, then it is pointless continuing with this project. As I expect no one would want to sit drinking coffee in the high street with broken trees/planters and seating areas with no windows & vial language carved into all the Perspex and wood around them. "

Fabulous idea!

Improved seating and green spaces will enable much better engagement. Increased crossing places are much needed over current situation. Enlarged pavements will be much more pleasant and less car dominated. Would prefer dedicated cycle lanes where there is space. Remember cycle racks and tools need incorporating.

It's a huge improvement on what is there now and would bring in more visitors and locals to stay in the town longer. I particularly like the fact that there will be plenty of places to cross the road, unlike now, and that there will be plenty of greenery in the road, but it won't be cluttered like it is now.

Overall, I think new design an improvement, especially with permanent greenery but feel street should be one way (down only) for traffic.

"I think the crossing location by the Robin Hood pub is ideal, and the raised areas will hopefully slow down the traffic. More safe opportunities for pedestrians to cross Monnow Street is a welcome addition.

It would have been great to have put more emphasis on infrastructure for pedestrians, mobility scooters and bicycles, however I understand the need for compromise with those who feel that cars are a priority.

I would also like to have seen more trees to be used as natural shade during the summer."

"1. Good work. Whatever we eventually settle, let us first recognise that this will be the last throw of the dice, spend the money, create the new street, then stop arguing and move on.

2. Realistically, the design only works to the extent we all accept that Monnow Street will never meet the requirements made of it at peak times where chaos is created by too many vehicles trying to find parking, unloading and loading or just passing through + cyclists+ school buses + pedestrians.

3. The design will only work as devised if designated parking bays for delivery and disabled are not abused, and double parking, ignoring double yellow lines and the like is actively discouraged rather than totally ignored by inconsiderate drivers.

4. Compliance will be best achieved by the addition of a traffic warden to the mix.

"Personally I am very positive about the project but have witnessed traffic issues in Monnow Street with all the changes. The majority of these are due to motorists not following the Highway Code and proceeding even when their exit isn't clear (the pinch point and going around delivery lorries clear examples) . There are issues with deliveries to stores and I would prefer it if Monnow Street was dedicated to loading and disabled parking only. Able-bodied people should be encouraged to use the car parks available with incentives such as free parking for 30 minutes in all Council car parks and a pedestrian bridge from the skate

park car park over the river to come into town near Home Bargains. There is a need for more parking in town and if land becomes available should be considered, for example, long stay car parking where the Dixton Roundabout Development was proposed.

People seemed to have forgotten that a small amount of walking is an option, they may well spend in other stores whilst walking to their destination from car parks and we are in the middle of an obesity crisis - walking should be encouraged! Sadly many Monmouthians are against change but Monmouth needs to move forward. "

Don't give in to the many parking moaners. They are mainly retailers parking all day from 8-9am. Towns that go completely pedestrianised do best. There are plenty of car parks.

We need a shift so that pedestrians rather than cars have priority in Monnow St. Any publicity to emphasise this with the launch of the scheme would be helpful.

"The scheme is a step forward in terms of adapting Monmouth to future living, but it is at serious risk of being a missed opportunity. The proposals still cater to the vocal car-loving minority by focussing too much on car parking when there is ample car parking around the fringes of the town. We should be encouraging people to walk, cycle, and use public transport. People who park on the high street tend not to be high-value consumers, they often speed and park inconsiderately to “pick something up” rather than dwelling in the town and contributing to Monmouth as a vibrant place to live and work. These people tend to be over-represented in consultations and I hope this is reflected in analyses of consultation responses.

Notwithstanding the above, and as somebody who walks/cycles to town several days a week, the scheme would be a considerable improvement on the streetscape. More crossings are a welcome improvement, with raised areas and road curvature making for sensible traffic calming. The high street is currently full of cars making it dangerous and unpleasant for pedestrians. “Spill-outs”, bike facilities, dedicated loading bays for businesses, planting are all to be welcomed. I would have preferred a dedicated cycle path to allow my children to cycle happily and confidently up the high street, but this now seems unlikely. However, I would not want cycle provision to be at the expense of footway.

The main issue with the proposal is with over-provision of private car parking. Parking on the high street should be discouraged – it is one of the aspects making Monmouth relatively unpleasant to dwell, and I worry for my children's safety. A local exemplar is Abergavenny, with much greater vibrancy and pedestrian use. I disagree with the statement that people “need” to drive through the high street, except for essential business purposes, or special needs and disabilities. The car parking spaces should be limited to an absolute minimum, be discrete from loading bays (where existing provision means cars “spill out” and park onto existing loading bays) – and preferably be disabled only. The “winter parking” is a novel idea, if we must have parking why not roll this out for ALL spaces (excepting disabled) to make Monmouth a pleasant place on a summer's day, where traffic fumes on warm days are otherwise intoxicating?

A final point is that the footway opposite Robin Hood pub still looks like it will remain far too narrow (outside Ladbrokes betting shop). The same applies to footway at the junction of St. Johns Street. These are severe impediments to e.g. families with young children, pushchairs, mobility scooters etc. and these become bottlenecks for pedestrians. This generates disconnect to the northern and southern parts of town. Please reconsider the designs here."

I would like to see even less traffic on Monnow St (perhaps with deliveries restricted to early morning and evenings, with other vehicular access kept to a minimum?

The proposals seem to strike a balance for visitors/businesses /alternative travel modes. A new vision is needed to support declining high streets, which need to reinvent themselves to continue to be relevant and the heart of local communities. The proposals will provide an attractive and welcoming environment to support the future of Monnow Street.

I can't wait for these designs to be implemented. The town centre will be a much nicer space to spend time and shop.

I understand why you cannot pedestrianise the street but it is a pity - Abergavenny have a great pedestrian area. A relief road to the North of the Monnow would solve it but probably not a possibility. But the design team have done well with the restrictions in place.

if you only do one thing to transform Monnow street, PLEASE make the pavements wider, to walk from one end to the other i frequently have to walk in the road simple because there is too little pavement provision

I think the re-development of the high street is complicated and it is impossible to please everyone. I feel that the design has been very well developed and thought through and offers the best solution to all. I hope this attracts more visitors to the town and keeps our high street flourishing.

I like the planting areas and majority of extra crossings (but would remove the one on the bend by the Robin Hood pub because it is too dangerous - cars coming down Monnow St and turning can't see pedestrians crossing here (often see people crossing here currently and many times witnessing near misses). I also feel that the pavements have been over widened and the potential traffic gridlock on the Main Street will be too great as a result. I think short stay spaces should be maximised (not sure there are enough) to allow for 'popping in' to get essentials and keep the shops alive - and also for dropping off young/old or disabled people in safety (not possible as the current layout stands). Finally I would respite the bike park to an area in the cattle market car park rather than making it central to Monnow St.

The proposal is all very well and good but it is the lack of varied shops/businesses and the dire market that is the issue.

The changes need to happen asap as Monmouth is looking very sad at the moment with all the empty shops etc.

"Excellent plans - looks amazing - we'll done the design team. Don't be beaten down by a bunch of dinosaur petrol heads that are too lazy to walk into town - there's ample parking behind the Main Street and a short walk to the shops.

All power to your arm! 😊"

Just hurry up and do it! So much time and money is being wasted on all this administration, which is money that could be better spent improving the town.

The plan will slow traffic flow through the town centre. When there is a problem in the dual carriageway Monmouth will be 2 lanes of solid traffic. The planting scheme is an improvement. The space for pedestrians is excellent but traffic flow will be slowed and more traffic is likely to build up. Today -Saturday 10th Feb there were long lines of cars on Monnow Street. The artist impression gives an artificial impression of space. Has anyone monitored pollution levels in Monnow Street at different times and traffic densities? Would you eat al fresco with loads of cats stuck in Monnow Street?

The proposals meet a good middle ground to suit pedestrians, cyclists, cars and commercial. All attempts need to be made to encourage sharing of the space for all parties as Monmouth should be a space for all and some compromises have to be made. My current concerns are about commercial deliveries, loading and unloading so dedicated space to keep the highways clear for through traffic is important. Perhaps business could be incentivised to promote deliveries outside 8am to 6pm?

"The proposed design makes the town center a more attractive and functional place to socialise, visit and shop. I like to entertain guests locally and after they have driven to see out family, it's nice to then stay in the town as much as possible. We need the town to look and feel like a nice place to be. When the environment works, people are less stressed and more collaborative when using it. This is the environment that the proposed design will help deliver. This is because of the curved road that slows the traffic naturally, the sensitive planting that provides green without the 'closed-in' feeling that raised planters can impose. people of all ages, arguably particularly the young really value the seating that we currently have. It's great to see community seating maintained.

I noticed that the plan had no ""double-yellows"". I assume there will be other signage to say parking only in designated bays etc. " A brilliant balance. Should really help make Monmouth into a destination

Although anti car and pro pedestrian/cyclist and would love to see Monnow Street pedestrianised for most of the day, I'm realistic enough to realise this would never be agreed. These proposals are a compromise that may be achievable- let's hope so anyway!

I am very pleased with proposed scenario and believe it will benefit my business as it makes the area more attractive to residents and visitors

It looks very attractive, without the road dominating, yet allowing good access for all road users. I also think the more seating and the more greenery (trees, plants) the better to make it a pleasant place to spend time. Please extend this to Blestium Street, as the area around the public loos is a under-used, waste space that could benefit from this approach

"I have two comments:

1. It would be good as a second phase to carry this scheme on into Agincourt square. I think the concept of the central raised area at Agincourt could be really transformative if accommodated into the scheme to create a real square which could easily be used for public events more often during the day at key times (e.g. festival, Christmas shopping Saturdays, market days?).

2. It would be good to launch the update aligned to (or after) an introduction of free parking in the Cattle Market Car Park for a short period (1 hour?). As there will be reduced on street parking this would encourage the use of that car park for car users.

The opening of the new long term car park to coincide with or be ready would also be ideal."

The idea of increasing the paving area for pedestrians is a really good idea and much needed, however I have concerns about the paving that will be provided - will it be at a higher level to the road? Other areas of the town where paving has been re-laid has resulted in the paving and road being at the same level and subsequently looking like one surface. I appreciate colouring and finishing may be different to identify the separate surfaces, however if someone is unaware of the layout of the town, they could easily drive onto the pedestrianised areas thinking its a continuation of the road. Please can consideration be placed to ensuring the paving is at a higher level to the road, with a very clear kerb.

Suggested Improvements

There are far too few people to enforce parking laws.

feel the pinch point does not achieve what it was designed for and is being abused.

For older residents who are fit but need the car due to the topography of the town (hills) over 70's find cycling impossible due to hills and walking distance not easy. Public transport not often enough. All the crossings coupled with 20mph make driving dangerous and reduce the older citizens independence.

Plant trees in the ground like they do abroad or like dry bridge street / Wyesham avenue. Get rid of the awful boxes, get rid of that awful artificial grass.

While the layout is certainly better for pedestrians, i would prefer the reinstatement of the pre-covid layout. Flowers could be displayed in hanging baskets or through in front of shops rather than narrowing the road and taking up valuable parking spaces. (i write as one who usually cycles!) I don't need a special side lane in Monnow St providing cars and lorries are respectful and considerate to us. Parking spaces are essential for attracting people to shop in Monmouth high street.

The excessive number of pedestrian crossings will make it impossible to drive up or down Monnow Street, creating traffic congestion and increased pollution. The trees are a good idea but appear to block drivers and pedestrians views at the crossings creating more danger to pedestrians

Why i personally think on street short term parking is adequate, i am amazed by how intolerant people are of having to walk.

Maybe offer free 30 mins parking in car parks to help with this! I never take car in to town so maybe i shouldn't be commenting.

Is the zebra crossing below the bus station necessary if this is at the Robin Hood.

"We need better access from car parks esp. at No 20 Monnow Street.

No need for crossing from Robin Hood to MonTeas"

"I feel that the main issue for Monmouth town centre is traffic from the point of view of safety and pollution. My husband and I travel to Abergavenny as we find the town safe and vibrant with street musicians. Perhaps a shuttle train as seen on seafronts could ferry people from one side of the town to the other?"

Could parking in the town be purely for the disabled"

Would need to be combined with frequent patrols by a warden / police between 7am - 6pm. This to prevent double parking at Greggs in the morning and pizza pick ups in the evening. Something to encourage cyclists to dismount and use pavements up through the pinch point.

Six crossings are too many, 4 would be sensible. Being surrounded by trees / rivers/ fields do we really need trees down Monnow Street? I moved to Monmouth 52 years ago so have seen many changes to the town, the recent ones have been a disaster especially for our retailers. So can someone understand that it is the history and old world charm that made Monmouth a thriving market town and has attracted visitors from far and wide for decades.

I think there are too many pedestrian crossings. I am afraid they will impede the progress of traffic through the town, causing a lot of stopping and starting, which might result in more exhaust fumes and traffic jams, also assurance is needed that the proposed vegetation is looked after properly - who is going to do that?

Edge town parking capacity needs to be increased; cars are a necessity in a semi rural town like Monmouth. Parking in Monnow Street for elderly / infirm could be increased (e.g. removing crossing near w h smiths). Scheme looks attractive on a computer screen almost Mediterranean. How many hours of senior managers actually spent in Monnow Street - weekday and weekend? Before this is done, Monmouth needs shops that people can afford to shop in to allow people to shop local.

Four crossings would be better and no lights on existing pelican crossing (not phased with pinch point) improve existing street lighting which is poor. Remember the sun sets in the West so driving down Monnow Street is difficult towards sunset or winter low sun.

"At present parking regulations are abused how can that be prevented in the future.

Pinch point near St Johns Street needs pedestrian safety measures"

"- Short term / disabled parking / loading / unloading regulations would need to be enforced

- I find the pinch point dangerous for pedestrians and i have been hit by a wing mirror there and vehicles often encroach on the pavement. Bollards would be welcomed"

Remove the planters. Roads still need to give enough space for traffic and cars to park safely to get out of their vehicles.

Get better shops

Better shops for teenagers like Primark, subway or Starbucks

Would like to see more cctv especially looking at the bike shelters

I would like more nature because it will make the town good and not rundown

The town needs to offer a facility to pop into the town for a quick shop and parking along the street is vital for this. The town worked well before covid and has actually created more hazards, with boxes for trees, varying kerbs and differing widths of pavement. The narrower the street for traffic, the more hazardous it is. It is also the only way through Monmouth if there is an issue with the dual carriageway, which regularly happens through the summer and the plan hasn't considered this at all. In all, it should be returned to its previous condition, with the added facility of a couple of crossings.

"I try to walk to town as much as I can when not working as I'm a taxi chauffeur driver.

I still see reason to pedestrian the whole street from bus station to kings head The traffic can go around ... just don't do one way again Also I've always wanted Albion traffic lights taken away with a mini roundabout !!"

Where the street is at its widest, there is a missed opportunity for greening and something other than kerbside parallel parking
Not ambitious enough. Probably not worth the cost.

"Too many pedestrian crossings

Remove outdoor seating booths

Need more short parking spaces"

Making the approach into Monnow St from the river end more attractive as its the first area people see when coming to Monmouth

I'm not absolutely certain where the new loading bays are to be located from the plans but we run a charity shop near to the crossing, next to Coffee #1. The parking space outside the shop was removed in the covid re-design and this has caused a catalogue of difficulties in terms of donations being brought to us and recycling being picked up. Our recycling company won't pick up from Monnow Street due to the amount of parking tickets they've received so we rely on goodwill of volunteers to move recycling to our community centre in the evening for it to be picked up from there. A loading bay or parking spot where the picnic tables are currently located would solve a lot of problems

I am 82 with a severe disability and have a blue badge, i can only walk about 10 metres in minimum pain. All parking seems to be for able bodied in the centre. I've had to change optician to the bottom of town and my chemist. Cant even use double yellow lines as yellow kerb marks have been put everywhere esp. by the old museum in Priory Street.

As a resident in Monnow Keep, pulling out on to Monnow Street may be difficult as 2 x pedestrian crossings are close by. I would like to see dedicated cycling lane for local residents. Also a lot of workers in Monmouth park illegally in Monnow Keep so this may increase.

Appears to be a clear lack of bins and places to sit that are not associated with a business. Hope plants are maintained.

I would have preferred a one way system, making pedestrians a priority.

I walk through Church Street, Agincourt Square daily. I realise it's not Monnow Street but it badly needs consideration. So many empty shops, building desperately needing renovation, really hard for traders but beautiful part of town

The proposals do not address the fundamental problem that Monmouth needs an alternative route through the town. Without this Monnow Street will remain badly congested and, sadly, the benefits of the proposals will be lost. It is noticeable that none of the images used to illustrate the proposal reflect vehicles unloading, double parking, and the daily traffic issues that blight the street (plus no sign of a traffic warden!). Improving Monmouth as a place to live, work and visit is a worthy aspiration.

Disappointingly, this proposal is flawed because it fails to understand and address the underlying problem.

I am struggling to see how there is more consideration for disabled, sight impaired or pedestrians with these current proposals. All this is going to do is encourage more able bodied people to double park everywhere as they do now instead of using a car park.

The plants need maintaining and parking needs enforcement.

We really think that the street should not be two way, ideally it should be at least partially pedestrianised. It is never that pleasant to sit outside with cars driving by. There are so many examples of pedestrianisation all over the world - even half of Monnow Street reserved for pedestrians would be a huge improvement. There are more than enough people to fill it. The in person info and consultation is fantastic, thank you.

Can a route be found for cyclists up Blestium Street to avoid the town centre

Proposed Cafe area outside Salt & Pepper and Pizza Express to be used for parking in the winter

"Seating for s&p in summer and parking in the winter.

& Pizza Express & any other cafes"

Huge relief to see the planters and coffee shelters gone, they are a real eyesore. There are too many crossing points, this will cause too many problems for motorists. Rates in the town need to drop it is putting people out of business.

Even though I don't have any disabilities, I appreciate how difficult it is for blue badge drivers. I think we should have even more disabled places (abled bodied people, like myself, are more than capable of walking from the car parks) and better policing/ checking of the designated areas.

Still extremely difficult to park to shop in the town. Car parks are always full, cannot stop to quickly pick something up. No room to get past vehicles unloading or stopping in the street, and too many seating areas for people - Wouldn't want to sit next to traffic driving past anyway, and access for vehicles to drive through is essential for getting to work and visit places around Monmouth. The dual carriageway often clogged up and the town always queued up with traffic as cannot easily drive through now. More crossings would mean more no, dips, taking even longer to drive through. Pedestrians are always able to cross

anywhere due to slow moving traffic and a narrower street. The planters take up so much of the pedestrian space too although I do like to see greenery.

"My husband and I visit Monmouth, our local town, most days. I am disabled, he uses a wheelchair. We shop little and often so I can manage shopping bags and wheelchair! We can only complete our shopping and coffee break if we can park in the street - we have a blue badge.

Often parking is not available and we have to return home. If disabled parking bays are reduced, this would be so difficult. This is already our only useable local shopping trip.

There is space for 4 disabled vehicles outside FatFace, but as the bays are not individually marked, quite often only 3 cars access the bay. Also non blue badge holders and delivery vans use the bay, as the signage is inadequate.

The aims of the changes to high street are great, but please while trying to attract more visitors, give the street a garden atmosphere, allow more outside seating, safer cycling etc., please, please, please don't forget those of us who depend on easy access to disabled parking on the middle and lower areas of Monnow Street!

The wide pavement by the bus station makes life difficult for drivers to come out of their. Y do we need trees in the high street we've scenery all around us. Put the Town centre back to how it was.

Not enough parking either in Monnow Street or surrounds and should be cheaper or free. Business vehicles need to unload and that is difficult..need more spaces and less leisure spaces on street as could utilise Agincourt Square and Blestium Street Park more.

"The trees idea seems attractive but I am concerned that trees are easily broken and destroyed by vandals.

Some of the questions are confusing in that presumably they rate improvements as with now as opposed to the way the street was prior to the multitude of relatively uncared for and already deteriorating planters and uneven pathways."

People will not visit Monmouth unless it has a good, vibrant selection of shops to visit. Does the design team recognise that Monmouth is a market town serving the surrounding countryside rather than an urban centre. I continually hear the comment from friends who live outside the town that unlike in the past they seldom come to Monmouth as it now has so little to offer

compared to other centres such as Ross and Abergavenny. People walking or cycling into Monmouth will largely only spend money in coffee shops rather than actively shopping. Also, the great majority of those adults likely to spend money in Monnow Street from Monday to Friday are retired people who will only use a car to travel to Monnow Street and the shops cannot survive on weekend trade only. It is very apparent that the design is driven largely with walkers and cyclists in mind rather than accepting the fact that in order to provide good business for the Monnow Street shops, there needs to be plenty of short term parking in and around Monnow Street. I understand that the new design accommodates parking for only 29 cars as opposed to the pre covid figure of 40. This must be changed. The weekend cyclists, walkers and tourists won't come to Monmouth if the town centre is full of empty and boarded up shops. Please listen to the shopkeepers in Monnow Street who will know what is best for their business.

"The proposals must maximise pedestrian surface area with good wide and, if possible, level footways. The proposals should have considered a shared surface design solution, with an imaginative segregation between vehicles and pedestrians.

The proposals should remove obstacles from pedestrian circulation areas such as timber planters, café seating, billboards – all hazards, there is no point in creating wider footways and then filling them with clutter.

The proposals should minimize car use and parking along Monnow Street; there are a number of car parks with easy access to Monnow Street.

The focus should be on making Monmouth, (Monnow Street), a destination town; a desirable and people friendly place for shopping and relaxing, and unique from other similar towns.

The proposals must ensure the use of quality hard landscape materials for paving and street furniture, which will stand the test of time. Semi-mature tree planting is welcomed but are 'rain-gardens' really appropriate in this sort of location?

Trees restrict view by pedestrian and cars

Its all about the shops and restaurants. If they're rubbish, nothing will work. If they are great - anything can work.

The footpaths need addressing first. They are uneven, dangerous and full of puddles in wet weather. They need to be level (and stay level) and need sloping away from the shop frontages to the road.

Emphasise the importance of having level, well drained pavements.

"There has appears to be no consideration for cyclists at the pinch point. There are numerous times, almost once or twice a week I have to push my way back up through the pinch point as cars will not give way. When you are successful at getting through cars waiting to go through the pinch point block the entrance to Agincourt street making it difficult to turn right. Perhaps the inclusion of a yellow box just before the entrance and a sign stating cyclists have priority.

It is a shame there is no provision for an alternative cycle route around the town. Whilst I can see the benefits of the multiple pedestrian crossings. As a cyclist it's going to be very stop start journey if you have to stop at 5 or more crossings. I use the town to commute between Wyesham and Wonastow industrial estate. I don't wish to add more time to my commute. I would consider going back to using my car daily instead as I can use the dual carriageway and avoid the town altogether. An official safe cycle route through Chippenham to the leisure centre would be ideal."

"1. the idea we have that many cyclists is false

2. planting near crossing points looks good but with the passage of time and spending costs could mean line-of-sight obstructed

3. there are NOT enough car parking space provided (should be point 1)

"The council wouldn't keep trees alive in the town centre. They cut trees down and killed them in other parts off Monmouth. For instance on Hereford road.

I think this scheme is a total waste of tax payers money, and to continue with it would be an even bigger waste of the money already wasted. Look at Ledbury, a town I frequent regularly to shop. They have traffic moving through the town in both directs. But the reason people are attracted there and why it's rated one of the best shopping towns in Europe is because of the shops they have to offer and the historic aspects of the town people travel to see. I suggest the council focus on revitalising the historic elements of Monmouth. I think focusing efforts and funds not on the high street but on the area around the old bridge, if cafes and restaurants were situated there over looking the river, it would be a nice place for people to sit and sure to attract people. " Given the lack of car parking in Monmouth it's difficult to see the town attracting new businesses to enhance it as a destination. Is the town centre too large?

"Introduce free bus transport for all ages, then you are onto a winner. Until bus is cheaper than car travel, it will not be prioritised - we need to change this.

Also to add that in Abergavenny there is more space to move for pedestrians and the space is used for fun as well as boring walking. Would love to see more laughter and space to move freely in Monmouth town"

"I am concerned about trees and types of trees planted directly in the ground. Having been brought up in a leafy suburb I know it is only a matter of time before the roots disrupt the pavements and the leaves create a slimy slip hazard in the autumn/winter. Who is going to maintain these trees? Will they be evergreen? Will they be safe in gales? Will they be slow growing? Will they interfere with visibility? This happened when supermarkets were built in Monmouth i.e. Waitrose and Lidl where rogue branches interfered with visibility when leaving the parking areas.

Pharmacies must have adequate parking directly outside for drug deliveries. Those delivering are instructed to park directly outside - one guy was fined as it was double yellow lines but his instructions were to park as close as possible to avoid drug theft from his vehicle.

As a pedestrian I like the crossings and the pinch point . There is no excuse for regularly driving in Monnow Street. I live on the Wyesham side of the River Wye. I cannot carry heavy goods. I visit the charity shops on foot using my shopping trolley. If I am purchasing anything really heavy I drive but since the introduction of the pinch point I have avoided Monnow Street as a driver and realise that avoiding it is no big deal - hence if the pedestrian crossings proposed are objected to on the grounds of causing road blocks of traffic I find this a ridiculous argument. If traffic is discouraged from using Monnow Street then there would be no traffic jams.

Footfall in Monnow Street businesses is nothing to do with parking or the town layout. Increased rents and businesses that no one wants is the cause of reduced footfall. Monmouth has been heaving with people recently but many shops were without customers because they are selling things that no one wants. We have to go out of town for school uniforms, for gym shoes etc yet we have 2 mountaineering shops.

Please do not go back to herringbone parking as when that was available it was dangerous with drivers reversing blind into oncoming traffic.

Overall I like the new proposals especially if a through way to Monnow Street can be achieved from the carparks.

So address the tree situation - and discourage traffic from Monnow Street.

If 20mph is enforced in Monnow Street there is no need for a separate cycle lane. I was once a cyclist in Monmouth so I have an idea what it is like. When a separate lane was introduced temporarily I found crossing the road as a pedestrian very dangerous and had a number of near miss collisions. Cyclists can travel with the cars if the speed of motor vehicles is properly enforced. Pavements should be left wide where possible and exclusively for pedestrians and buggies. and mobility scooters.

I feel that there is too much planting near the pedestrian crossings which could mean that the car drivers cannot see pedestrians waiting to cross and vice versa. There should be no planting other than very low level planting by the pedestrian crossings, No solution to significant parking issues in Monmouth - I would rather shop in Bristol/ Hereford as I can always find parking spaces close to shops

"In order to make Monmouth a “destination” perhaps it would be politic to address the present failings.

The town looks shabby and run down - hardly a place anyone would choose to visit when Abergavenny has a “buzz” about it. Walking down the street from the open day on Saturday there is empty shop after empty shop with nowhere to buy children’s clothes or shoes for school age children. We appear to be a town of coffee shops, hairdressers and opticians - hardly a place to spend the day and shop.

The loading bays this morning were full of parked cars and at 7.45 in the morning the street is almost impassable due to the double parked vans and cars picking up their takeaway coffee/breakfast.

Monmouth serves a rural community with non existent public transport so car use is the only way for those people to access Monmouth for shopping. Taking away the on-street parking adds to the stress of a visit to Monmouth when the town is busy.

I do applaud the extra crossing at the top end of town - something that has been missing since the island was removed but the pavements are a disgrace and dangerous if you aren't steady on your feet. The planters look unkempt and seem to be used as rubbish bins.

All in all I think the planners need to have a re think as we have an elderly population who's needs haven't been addressed at all. Not everyone can walk or ride a bike and in any case the cyclists disappear if the weather is unfavourable as can be seen around the primary schools when it is raining."

"The existing planters are an absolute eyesore and completely unnecessary - we live in the middle of the countryside surrounded by greenery, parks, and natural habitat. It clutters the already unsightly pavements and they look old and scruffy. The street parking does not look to be increased from the existing layout and it's not clear where the space is coming from to create additional loading bays. However, I still don't believe there will be enough loading bays, nor is the road wide enough to cope with the amount of lorries/vans that need to unload at the same time during the day. The pinch points also create issues with people being too concerned about when they can move forward in their own vehicle, and not giving consideration to keeping the traffic ahead and behind them flowing. The current kerbs at the pinch point are far too high and is not clear in the proposals whether these will be lowered. All this money being spent on stuff which is not needed. The money should be invested into the current state of the roads in and around Monmouth, rates should be reduced for business owners and investment should be made on getting new and more affordable shops/businesses into the town. The town centre looks completely run down, scruffy, tired and the empty premises do nothing to encourage new visitors or traders to Monmouth. Investment should be made to help existing businesses stay in the town (perhaps less coffee shops though!)

Consideration should be given to the recent comments made by the Monmouth Chamber of Commerce as many extremely valid points are being made. "

"Priority should be given to encouraging new businesses to fill empty properties and action on derelict properties. Double parking, difficulty parking with random planters, poor design of parking spaces and lack of unloading spaces make using Monnow street for shops and access difficult and not encouraging people to visit town.

"

The town needs to become a safer and pleasant environment for people to shop , enjoy and live in

I can see that the consultants have been accommodating in changes requested by businesses and compromises have been made especially close to the Post Office. However, personally I don't feel there is any place for the rain gardens, these will sadly be misused by people. low growing areas will be used as additional parking. We have plenty of lovely green spaces close to the Town centre for people to enjoy. I feel there are too many crossings three would be adequate. There doesn't appear to be allowance for the postal vans to stop at the Post Office to collect mail, they would have to stop on the crossing point. Too much cycle parking. Esteros, Coffee Lab and Robin Hood all have rear seating areas so do not need the area in front of their premises, especially given the charges that are now being levied on businesses. The crossing from the corner at Robin Hood crossing towards the Blestium Street toilets is an accident waiting to happen, given the blind corner cars come around.

Please make it greener ... more planning

How can we prevent unlawful parking on double yellow lines? There are regular offenders that obstruct traffic and pedestrian crossing places.

In my opinion there are now too many crossings three would be adequate. The planting is out of place. Crossing between the Robin Hood and Blestium Street toilets is in a dangerous position. Why is seating shown outside the Robin Hood, Esteros and Coffee Lab they all have rear gardens, this is unnecessary, just cluttering pavements. Road should be wider than it is currently not reduced. Parking should be reinstated to pre covid levels.

More focus needs to be given to create a better town centre environment

"Do we really need 8 yes 8 pedestrian crossings! The town is usually so quiet that you can cross at any time. Cars constantly stopping and starting is going to cause a huge amount of pollution.

What Monmouth Council needs to do is not spend money on useless plans like this but use it to regenerate the town itself! So many empty shops! The only area worth visiting is Church Street and how many people walk from the Cattle Market car park to Church Street. If you don't know Monmouth when you get to the pinch point you would turn back because all you can see is

empty shops! Come on Monmouth Council pull your socks up and visit Abergavenny which has turned itself into a vibrant market town which Monmouth could also become with a little thought."

Please maintain the planting areas properly

Will there be infrastructure "future proofing" against further works? E.g. EV charging, alignment of services and drainage.

The pedestrian crossings need to remain as signalled crossing

"In my opinion, nobody should park on Monnow Street unless they are disabled or delivering. The one exception might be those without blue badges who cannot walk far, although it is difficult to see how this might be administered - maybe with socially-responsible ""Do you really really need to park here?"" signs?

I think that all Monmouth car parks should offer the first 30 minutes for free. If you have to pay to park to simply buy a birthday card, pop into the Post Office or pick up a meal at Marks, then Monmouth will become a ghost town."

To encourage people to come to Monmouth as a destination the main priority must be to encourage shops. Get rid of the public loos by the Norman bridge and get rid of the gaming arcade, it should never have been given planning permission. Go back to the herringbone parking, Monmouth has lost its beautiful wide Monnow Street. It doesn't need greenery for vandals to wreck which has happened to the planters, why plant trees in planters which need lots of water and feed.

there needs to be a physical pedestrian link between car parking behind Monnow St (Chippenham area) and Monnow St itself.

Design needs to be integrated with changes to Blestium at one end and Agincourt and Church Street at the other. Signage to facilities, amenities, places of interest needs improving. Planning for mixed use of buildings needs promoting

A few less trees, we already have a park close by. So a few more parking spaces with EV quick charge points

This does nothing to improve the air quality. Fumes from vehicles dominate the atmosphere along the whole street.

"I don't agree with so many planted tree areas. If the pavement and drainage is done properly there's no need for such permanent fixtures that long term will damage the roads and buildings with their rootage. To add greenery suggest volunteering groups to supply hanging baskets as done previously and mcc to fund watering. Parking needs enforcing.

Cycle path to be via Chippenham green.

People pens currently in residue an absolute eyesore and to be removed. Seating area outside salt and pepper a huge danger for visibility in regards to access to nailors lane.

The widened useless pavement in the square forcing the bus stop opposite a loading bay for one of the most used food shops in town (Iceland) and total joke! Absolute ridiculous idea it needs to be accepted that Monnow street is a car used area and the main focus of town is ensuring there is adequate and SAFE road space. As a pedestrian and driver i have never had so many near misses as i have since the adjustments to Monnow street and iv lived here almost 40 years. Monnow street may have all these adjustments made but until rates are lowered, its a pointless plan as soon there wont be any businesses here!"

I think the Chamber of Commerce needs to back up its claims with statistics.

"Dear Monmouthshire Council.

Please make sure there are more opportunities for short stay parking to attract new people to the market and shopping. The plan seems fine for winter when people don't want to sit outside but make sure people can park easily in the summer when more people are out and about and when we have tourists!

Please flatten some of the prevents for those with mobility issues and fill up those potholes.

There are too many empty shops! Maybe rent out the museum or some empty buildings? Less chains and more independent businesses to bring something different to this lovely town.

I live and work in Monmouth.

Biggest thing is to make sure you leave the one way system in the past!

Regards, Elizabeth "

Bring back more parking. You're not taking into account disabled or elderly people. You have ruined Monmouth already and this is going to make it even worse. We don't live in a Mediterranean climate so there is no necessity for outdoor places to eat and drink. Lack of parking makes it impossible for pop in pop out shoppers, I can't even drop off my elderly father-in-law to the opticians without double parking, it's a shambles. No consideration whatsoever. Stop wasting tax payers money. There's 29 empty shops in Monmouth, concentrate on filling these by reducing business rates.

The wider pavements & pots need to go, bring back more parking, It used to be so handy to pull up & pop to few shops. Now I don't bother as I cannot park on the high street

With the move to electric cars by 2030, the pollution argument goes away and it is vital the town centre is not killed in the short term. The pictures are very misleading unless it is planned to level the road. The current camber on the widened pavements is a nightmare

The focus needs to be on Monmouthshire council lowering business rates and actually getting all the empty shops filled first, rather than spending all the money on redoing the high street now

Reduce town Monnow Street parking as much as possible and favour disabled and loading - should be drop off only (15 min for charity drop off, prescription collection etc). There is plenty of parking for shoppers

As a disabled pedestrian please do not combine pavement with a cycle path

More not less disabled parking is needed and if not, then the spaces NEED to be regulated. They should not be used for loading or for non-disabled yet they are on almost a daily basis.

I think it should be pedestrianised personally, except for loading and disabled drivers, but plan C if that can't happen. There's car park at top and bottom, no need to drive up street.

"I think the design really needs to consider who they are trying to attract to the town - residents or tourists. As a Monmouth resident - I am only popping into town for small shops and the occasional coffee/meal with friends. Therefore, the 'state' of the high street layout isn't a big concern (I don't like its current state but it isn't going to stop me from going to town). I would like the lack of businesses and state of the empty shops to be addressed. Also the antisocial behaviour that is often observed. As a resident - I would like to see increased and better parking layouts that would allow me to pop into shops quickly.

With that said, looking at the plans as a 'non-resident' then I think they are welcoming to tourists especially in the summer months.

The green areas are attractive BUT only for as long as they are maintained and not abused. My biggest concerns with these areas are - will these be maintained? If so, by whom? Where will the costs for this come from?

With regards to the crossings - I do feel that a light-controlled crossing either the proposed one by the Robin Hood or cattle market would help reduce the risk of potential accidents. It will help to slow the traffic in this area more than 'raised areas' in the road would.

I have noticed that there is a lack of electrical car charging points for disabled users. Disabled users are allowed to park for up to 3 hours on the street. To promote a 'green town' or help climate change - one or two points maybe a good idea.

I think there are a lot of issues with Monnow Street that are not just based on the current layout. The 'mess' created by the 'COVID additions' does need to be addressed as trying to traverse the street at present is very difficult and unwelcoming. I feel the proposed layout does start to address these issues, but more is needed for town regeneration.

"Too many additional crossings. I agree we need more but why not just turn existing crossings by the Robin Hood and pizza express into pedestrian crossings? Traffic will be a nightmare if there are several crossings.

Really like the additional greenery/ opportunities for restaurants and cafes to maximise outdoor space but that will only do so much for appeal when there are so many vacant shops. I'd be more interested to know what is being done to encourage businesses to move onto the High Street. I would be more motivated to come into the town centre if there were new independent businesses as opposed to more pedestrian opportunities.

As previously stated, motor traffic should be restricted to one way traffic, only disabled on street parking. loading only before 9.00am

It is too complicated and lacks versatility. I would appreciate a simplified design that could change with the seasons. Movable divisions and seating areas that could be put away in winter giving an open and uncluttered appearance. I would also prefer the old style of diagonal parking, which would provide space for more vehicles to park for short times.

Addressing the condition of many of the buildings would be significant in the renewal project, reproducing Abergavenny deigns important for businesses as well and may attract some more quality eating establishments

The plans are only in Welsh therefore cannot be read or understood by English speakers, i.e. the majority of the town. Sneaky.

"I feel it is important to still have benches for public to gather and sit and eat their own food and drink, being able to face each other and enjoy the surroundings.

Some additions to make taking a dog into the town easier, water, dog bins

A water fountain where you can refill a bottle

Not enough parking space. The town going to be crowded.

"Two way street with current traffic levels isn't conducive to sitting outside due to noise and pollution.

Did the study look at dwell time of vehicles? Most cars appear to transit though the town not spending money. How can we discourage through traffic and encourage people to spend more time on the street?

Fear areas of seating given over to parking in winter will not be given back.

All loading, disabled and parking needs to be strictly enforced constantly."

"Though I understand its without the scope of the proposal, the most obvious solution to the town centre is to fully pedestrianised it. This would require a major rethink of the traffic around the town.

The fact that any parking other than for disabled drivers is included is a major disappointment. There is plenty of parking in and around town, make this free and remove all parking from the town all together would be the best option, there is no need for anyone to park along Monnow Street.

The fact this is just focused on a small part of the town is also a disappointment, the only way you can solve the issues highlighted is to develop a plan for the whole town in one go, stop trying to do it piecemeal, this just leads to the unjoined up chaos we currently have, why was this scheme and the Agincourt Square not considered together?

It's good to encourage people to 'dwell' in town, but you need something to attract them, currently there are far to many empty premises to make Monmouth an attractive place to visit."

Please involve young people in this consultation

I would have liked to see herringbone parking. Love the greenery and shared space principles

The main Street needs more parking as it used to be to help the survival of our shops that are under huge pressure to survive.

They are fighting to survive against too high business rates, online shopping and a lack of street parking.

I am disabled and this will mean I will not visit the town. I will travel elsewhere.

Parking bays and disabled will need policing. Likewise, people stopping in the carriageway like they do, that needs to be prevented

Herring bone parking on one side of the street to include more disabled parking

"The double parking of deliveries is unsafe. Van double parked in the morning and popping into Greggs means traffic through town is blocked - I see this at least twice a week at 7:45am

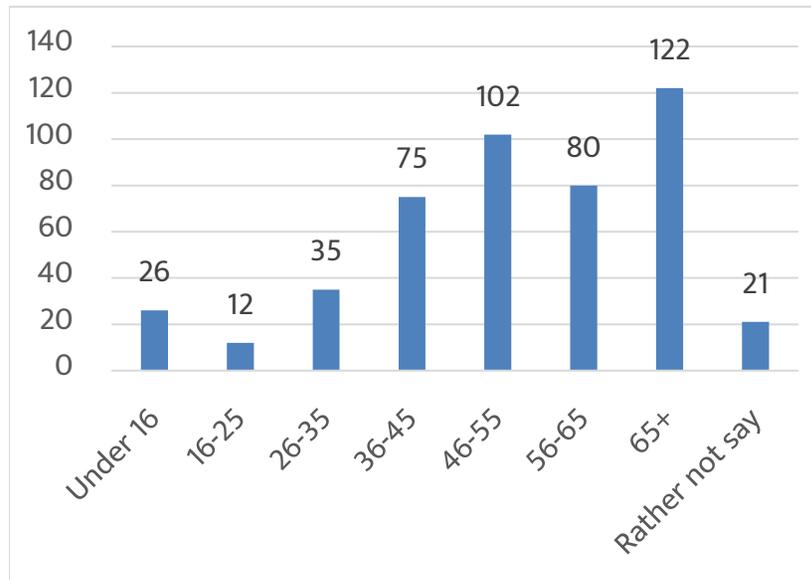
Until the high street has pleasant and welcoming shops Monmouth will never be a destination to visit. Empty stores and crumbling facades are unsightly. I would rather travel to the Market Place in Hereford to go shopping and have a meal because there are no options in Monmouth. I can also park more easily there.

The greenery is nice but it needs to be maintained and I have seen no evidence of this in the planters that are currently there that gives any hope that the new ones will be too.

Fix the high street offering as Monmouth should be the must be place to visit in Monmouthshire but it isn't. Stop penalising people who drive. “

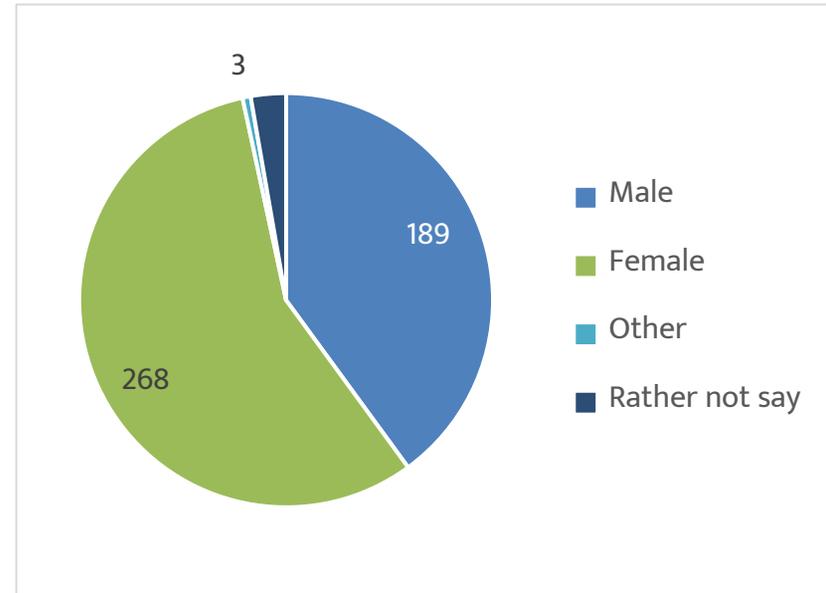
13) Age, Gender, Ethnicity, Employment and Disability

Age



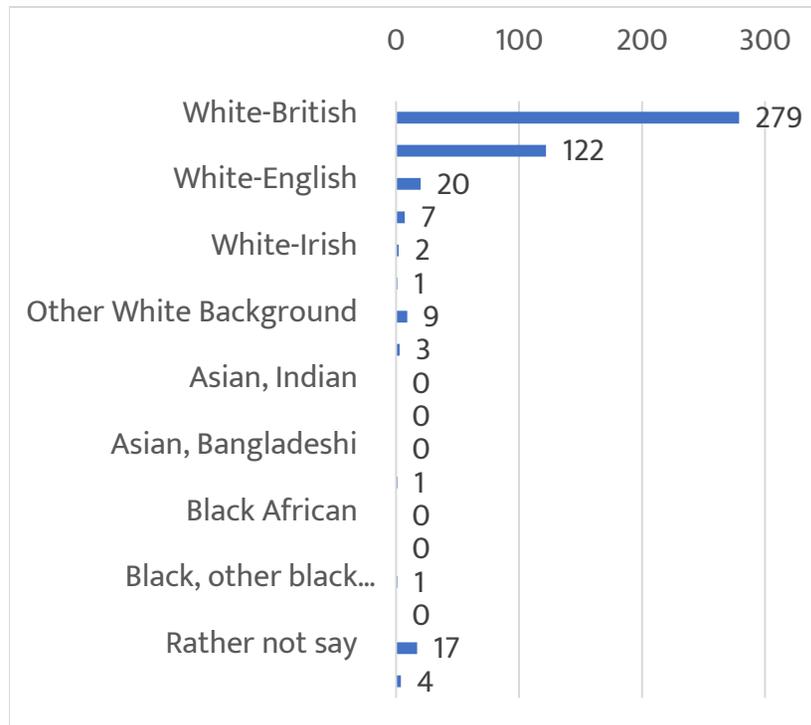
Source: Monnow Street Community Survey n = 473

Gender



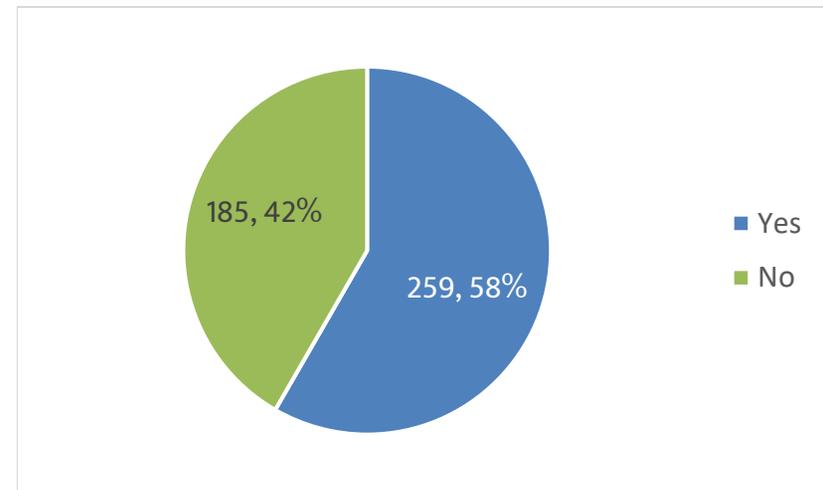
Source: Monnow Street Community Survey n = 473

Ethnicity



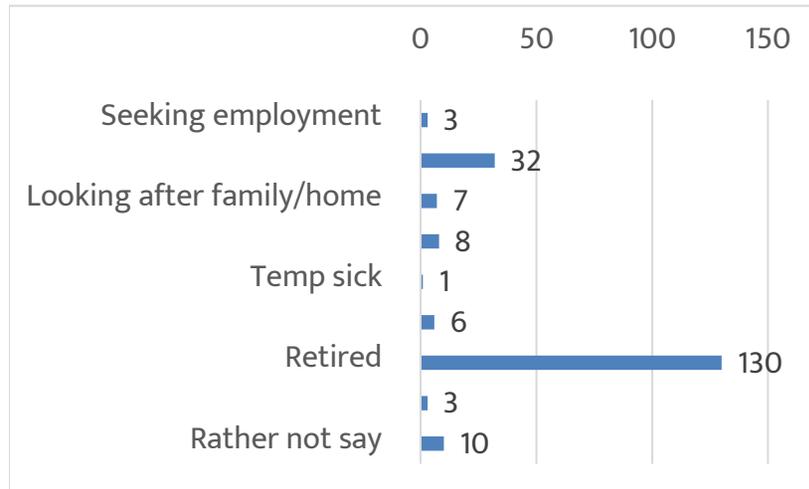
Source: Monnow Street Community Survey n = 466

Employment



Source: Monnow Street Community Survey n = 444

Reasons for Not Being in Employment



Source: Monnow Street Community Survey n =200