Update on Local Air Quality in Usk

27th Usk Air Quality Progress Steering Group Meeting – 25th April 2024

Purpose

An update of the nitrogen dioxide monitoring undertaken in Usk and Woodside between 2007 and 2023, and preliminary discussion of January-March 2024, as well as an update with meeting the actions of the 2023 Air Quality Action Plan

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Background

- The Usk Air Quality Management Area (AQMA) was declared by Monmouthshire County Council in November 2005 due to an exceedance of the **annual mean nitrogen dioxide objective level of 40ug/m^3** (micrograms per meter cubed). A map of the Air Quality Management Area is shown in Figure 3.
- A combination of long-term monitoring and a modelling study identified elevated concentrations roadside along Bridge Street between Tywn Square and the bridge. The AQMA was therefore declared for this part of the road.,
- Monmouthshire County Council (MCC) set up an Air Quality Action Group to write and published an Action Plan listing measures that could help reduce emissions in 2009, which was updated in January 2023 and summarised in Table 5.
- **Table 6 shows preliminary progress report with the Action Plan for discussion and updating at the Steering Group Meeting**
- MCC undertakes an annual review and assessment of air quality in Monmouthshire, these reports, along with the AQMA Action Plan, can be found on MCC's website.
  https://www.monmouthshire.gov.uk/air-quality/

Air Quality Monitoring Methodology

MCC have undertaken monitoring of nitrogen dioxide levels at six locations along Bridge Street since 2007 and at three locations in Woodside since 2017.

This monitoring network comprises:

- Nine diffusion tubes at houses along the roads or on lamp posts at the kerbside.

Diffusion tubes are changed every month, and sent for analysis at Gradko International laboratory, by U.V. Spectrophotometer. These provide a monthly average and are suitable for providing an annual average.

Table 1 provides the diffusion tube locations and their reference numbers, figures 3 and 4 are maps of their locations.

Table 1 Diffusion tube monitoring locations

LOCATION	REFERENCE
14A Castle Parade - Usk	USK1
Castle Court - Usk	USK2
White Hart - 5 Bridge St Usk	USK3
35 Bridge St - Usk	USK4
16 Bridge St -Lamp Post MA 556 - Usk	USK5
4 Usk Bridge Mews - Usk	USK6
13 Woodside, Usk	WS1
19 Woodside, Usk	WS2
22 Woodside, Usk	WS3

Air Quality Monitoring Concentrations

Table 2 and Figure 1 present the nitrogen dioxide annual mean concentrations of the Usk and Woodside diffusion tube network between 2006 and 2023.

Diffusion tube concentrations have been adjusted each year using a national bias adjustment factor (as per government requirements) to improve their accuracy.

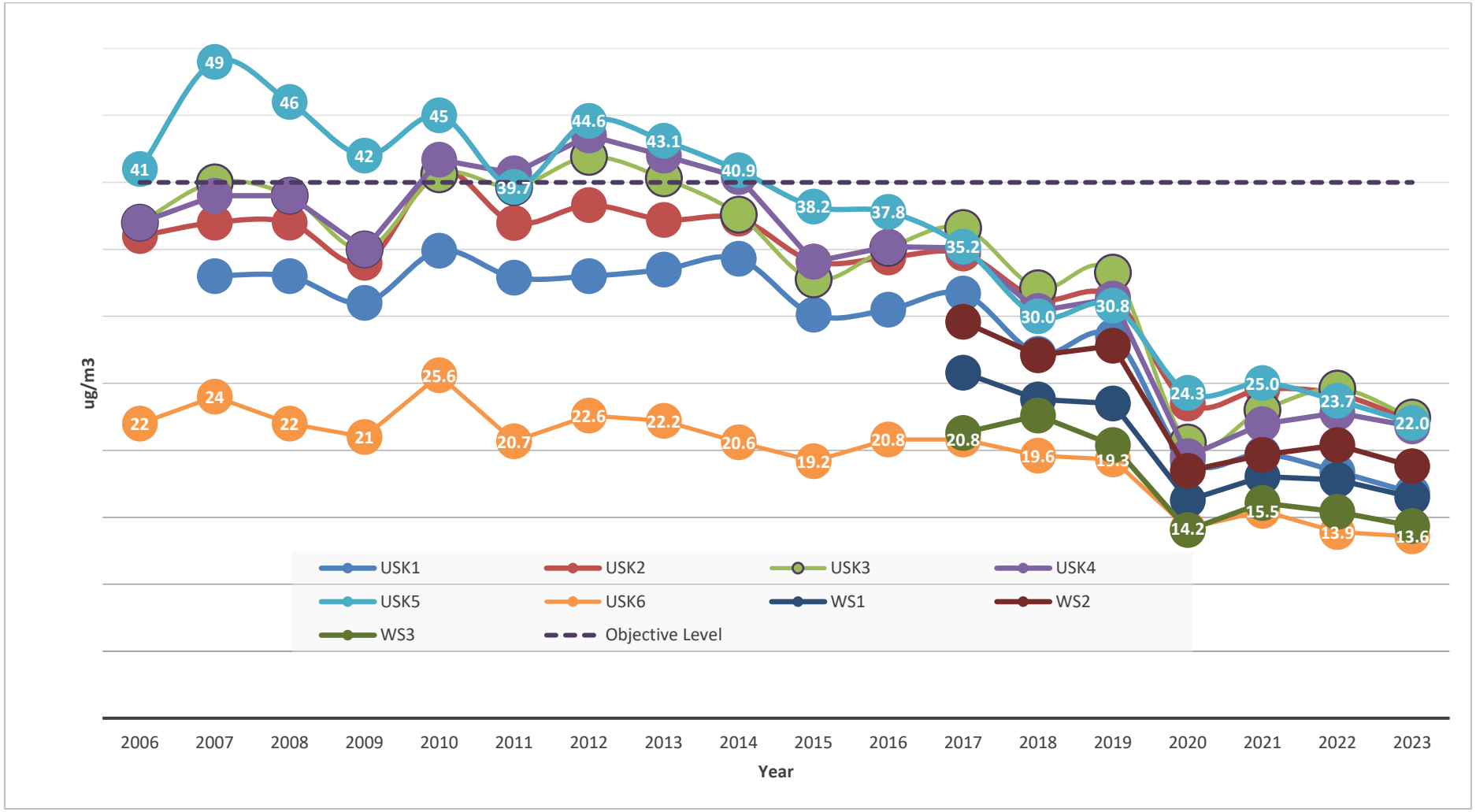
The Bias Adjustment Factor is calculated each calendar year by locating three diffusion tubes (known as a triplicate co-location study) next to automatic EU reference analysers across the country. MCC takes part in this study by using three diffusion tubes at the Chepstow Air Quality Monitoring Station. The data is collated by the National Physical Laboratory and updated three time a year (March, July, September) as additional studies are submitted.

Table 2 Nitrogen dioxide diffusion tube concentrations 2007-2023

Site ID	Site Type	Within AQMA	Annual mean concentration (adjusted for bias) µg/m³															
			2007	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Annual Bias Adjustment Factor			0.84	0.85	0.84	0.88	0.89	0.94	0.95	0.91	0.91	0.92	0.87	0.92	0.93	0.77	0.84	0.83	0.81
USK1	Roadside/ urban Centre	No	33[b]	32.8	31.1	34.9	32.9	33.0	33.5	34.3	30.1	30.5	31.7	27.2	28.5	19.2	19.7	18.4	16.8
USK2	Roadside/ urban Centre	Yes	37	37.2	34.4	**40.9**	37.0	38.3	37.2	37.3	34.1	34.4	34.7	31.3	31.4	23.5	24.6	24.2	22.2
USK3	Roadside/ urban Centre	Yes	**40**	38.9	35.3	**40.6**	39.7	**41.9**	**40.3**	37.6	32.8	35.1	36.6	32.1	33.3	20.6	23	24.6	22.4
USK4	Roadside/ urban Centre	Yes	39	39.0	35.4	**41.7**	**40.7**	**43.5**	**42.0**	**40.4**	34.1	35.2	35.1	30.4	31.3	19.6	22	22.8	21.8
USK5	Roadside/ urban Centre	Yes	**49**	**45.6**	**41.9**	**45**	39.7	**44.6**	**43.1**	**40.9**	38.2	37.8	35.2	30.0	30.8	24.3	25	23.7	22.0
USK6	Roadside/ urban Centre	Yes	24	21.6	20.9	25.6	20.7	22.6	22.2	20.6	19.2	20.8	20.8	19.6	19.3	14.2	15.5	13.9	13.6
WS1	Roadside	No											25.8	23.8	23.5	16.3	18	17.8	16.5
WS2	Roadside	No											29.6	27.1	27.8	18.5	19.7	20.4	18.8
WS3	Roadside	No											21.3	22.6	20.4	14.0	16.1	15.4	14.3
Objective Level			**40**																

In **bold**, exceedance of the NO_2 annual mean AQS objective of 40µg/m³
Underlined, highest recorded concentration at location.
*Annual Bias Adjustment Factor applied to diffusion tubes not Air Quality Transmitter (AQT)
Red – Increase over proceeding year
Blue – decrease over proceeding year

Figure 1 – Annual Mean Nitrogen Dioxide Diffusion Tube Concentrations 2006-2023 –Usk & Woodside



Summary of exceedances & compliance 2007-2023

Historically there have been four monitoring locations that have exceeded the nitrogen dioxide annual mean objective level of 40µg/m^3.

- USK2 (Castle Court) 2010
- USK3 (5 Bridge St) 2007, 2010, 2012, 2013
- USK4 (35 Bridge St) 2010, 2011, 2012, 2013, 2014
- USK5 (16 Bridge St) 2007, 2008, 2009, 2010, 2012, 2013, 2014

Summary of objective level exceedances 2007-2023 by year

- 2007 two locations
- 2008 & 2009 one location
- 2010 four locations
- 2011 one location
- 2012 &2013 three locations
- 2014 two locations
- 2015-2022 no locations
- 2018-2023 no locations have exceeded 36 µg/m^3

Summary of nitrogen dioxide trends

- 2007-2009 – general decrease from a high in 2007
- 2010 - 2011 - a peak in 2010, decrease in 2011, second peak in 2012 USK2 has only exceeded the objective level once, and that was in 2010. 2010 was the only year that 4 out of the 6 monitoring locations exceeded.
- 2012-2015 - generally a steady decrease each year. Since 2015 no location in Usk has exceeded the nitrogen dioxide objective level of 40 µg/m^3.
- 2016 -2017 - increased slightly but the objective level was not exceeded.
- 2018 - all six locations in Usk decreased to their lowest concentrations. It was the fourth continuous year with no exceedances of the objective level, and the first year with all locations under 10% of the objective level. This was the first full year of monitoring at the three Woodside locations all were below 30 µg/m^3.
- 2019 - six of the nine monitoring locations increased; however, changes were so low as to be considered stable. For example, a town average of all locations indicated that the town mean for both years was 27µg/m^3. It was the fifth continuous year with no exceedances of the objective level and second with all locations below 10% of the objective level.

- 2020 - the pandemic and two lockdowns resulted in all locations reducing to at their lowest recorded concentrations. The lowest part of the year was during the first lockdown, levels increased during the summer (but remained lower than usual) and decreased again towards the end of the year. The sixth continuous year with no objective exceedance and third year below 10% of the objective level.
- 2021 - concentrations increased slightly, however it was the second lowest year behind 2020. The annual average for the entire town (Usk and Woodside) in 2021 was 20 µg/m^3. That was 7 µg/m^3 lower than 2018 and 2019 (which up until the pandemic were the lowest years), and only 1 µg/m^3 higher than 2020. This was the seventh continuous year below the objective level, and fourth below 10% of the objective level.
- 2022 – a stable year with concentrations similar to 2021. Any increase or decrease was minimal. Six locations decreased, and three increase, however the annual mean for all nine locations was identical to 2021 (20µg/m^3). Concentrations have not returned to pre-pandemic levels with three years of town annual mean at 19 or 20µg/m^3. This was the eighth year below 40µg/m^3 (the objective level) and fifth below 36µg.m^3 (below 10% of the objective level). The maximum concentration was 24.6µg/m^3 at USK3, the highest in 2021 was 25µg/m^3 (USK5) and the highest in 2020 was 24.3µg/m^3 (USK5).
- 2023 –All locations decreased from 2022 levels by between 0.4 and 2.2µg/m^3. The town average decreased from 20 to 19µg/m^3. This year was comparable to concentrations in 2020 during the start of COVID-19. Some locations (USK1, USK2, USK5, USK6) were actually lower than in 2020.
  The maximum concentration was 22.4µg/m^3 (USK3). The canyon effect of Bridge Street monitored by locations USK2, 3, 4, and 5 were all within similar ranges of each other (21.8-22.4µg/m^3).

  This is the 9th year with no exceedance of the objective level and 6th year below 10% of the objective level. In 2023 the highest 4 locations (2,3,4&5) were all around 45% of the objective level of 40µg/m^3.

36 µg/m^3 is an important concentration as it is 10% lower than the objective level. This is protective enough to be confident levels are below the objective level (considering the 10% uncertainty with diffusion tubes). Typically, five continuous yeas below 36 µg/m^3 is considered appropriate period to revoke an AQMA. As of 2022 Usk has had five continuous years below 36µg/m^3.

The Steering Group has considered how many additional years to keep the AQMA to ensure the pre-pandemic concentrations will not return. At previous meetings seven years was proposed. This has been accepted by Welsh Government

Worst-Case Locations - USK 5 and USK 3

- Typically, USK5 has been the location with the highest nitrogen dioxide concentrations. It was at its highest concentration in 2007 when it reached 49 µg/m^3. By 2018 it had decrease by 19ug/m^3 to its lowest concentration (pre pandemic) of 30.0µg/m^3.
- Between 2017 and 2019 USK3 was the worst-case location in the town with a 2019 concentration of 33.3 µg/m^3.
- In 2020 and 2021 USK5 again became the worst-case location with concentrations of 24.3 µg/m^3 and 25 µg/$m^{3.}$
- In 2022 USK5 decreased to the third highest location, with USK3 (24.6) and USK2 (24.2) being higher.
- In 2023 the situation remained identical to 2022 with USK 3 remained the highest (22.4), followed by USK2 (22.2) and then USK5 (22.0).

Monthly and Seasonal Variations

Diffusion tubes are not able to give accurate monthly concentrations, as they require a 9-12 month set of data and a bias adjustment factor; however, they can give an idea of seasonal trends. Generally, higher levels occur in colder months (January – March & October-December) due to periods of poor air mixing and dispersion caused by cold ground temperatures and high atmospheric pressure. Low wind speeds will also contribute to poor air mixing. Summer highs could be caused by hot and sunny weather and low wind speeds, which can create high concentrations of ground level ozone (O_3), which can rapidly oxidise nitric oxide (NO) from exhaust emissions to form secondary nitrogen dioxide (NO_2) and oxygen (O_2). Localised events would also contribute to either higher or lower readings, for example road works either diverting traffic or causing congestion, additional visitors to the town for an event etc.

Table 3 below presents the 2023 monthly diffusion tube (un-bias adjusted) concentrations and unadjusted annual average. Table 4 and Figure 2 present the raw (un–bias adjusted) combined average monthly concentration from all nine-diffusion tube-monitoring locations in Usk and Woodside for 2018 to 2023 and Jan-March 2024.

The data shows the monthly raw nitrogen dioxide trends for the town as a whole.

For the first three months of 2018, concentrations decreased significantly due to Bridge Street Road closures.

Table 3 Monthly Unadjusted Nitrogen Dioxide Diffusion Tube Concentrations (µg/m³) - 2023

Reference	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	**Av**
USK1	29.8	27.8	22.7	18.2	16.8	16.6	15.9	18.3	22.6	18.5	20.3	21.8	**20.8**
USK2	31.9	33.0	29.4	27.9	23.7	24.5	22.6	22.8	30.1	30.2	28.9	24.0	**27.4**
USK3	34.1	31.9	27.1	29.2	25.1	25.2	22.1	24.6	29.0	29.4	30.7	24.2	**27.7**
USK4	31.8	33.2	26.8	28.1	23.4	24.8	20.3	M	26.8	28.9	28.7	22.8	**26.9**
USK5	34.0	34.8	27.6	27.5	24.3	26.7	19.7	21.8	M	27.4	32.4	23.1	**27.2**
USK6	23.1	22.6	17.6	16.3	13.7	14.6	12.0	13.8	14.8	16.1	21.3	15.2	**16.8**
WS1	26.0	26.5	20.9	19.8	17.0	18.4	15.4	18.2	21.1	19.3	24.7	17.3	**20.4**
WS2	27.7	28.4	23.5	23.2	19.7	Miss	19.3	20.3	25.2	22.3	25.7	20.0	**23.2**
WS3	21.7	23.6	18.4	17.2	18.8	18.1	11.3	14.7	17.4	18.3	20.0	13.0	**17.7**
Average	**29.9**	**21.9**	**25.8**	**23.1**	**20.3**	**18.1**	**21.1**	**22.3**	**22.8**	**23.8**	**28.1**	**28.5**	**23.1**

Table 4 Month Mean Combined Unadjusted Usk & Woodside Nitrogen Dioxide Concentrations

Month	2018	2019	2020	2021	2022	2023	2024
January	32.9	39.7	33.8	26.3	29.9	28.9	24.4
February	30.2	34.0	28.5	26.1	21.9	29.1	24.1
March	24.2	30.6	25.7	24.7	25.8	23.8	21
April	25.2	29.9	18.9	22.1	23.1	23.1	
May	30.6	27.5	17.7	22.3	20.3	20.3	
June	27.4	24.2	17.0	20.5	18.1	21.1	
July	32.7	25.7	20.3	21.9	21.1	17.6	
August	26.5	23.9	23.8	20.9	22.3	19.3	
September	27.4	28.3	26.3	27.2	22.8	23.4	
October	31.2	26.1	24.5	25	23.8	23.4	
November	31.9	34.1	29.4	30	28.1	25.9	
December	34.0	28.8	28.8	25	28.5	20.2	
Annual Average	29.5	29.4	24.6	24.3	23.8	23.0	23.2
Average to March	29.0	30.2	23.1	23.4	22.9	23.4	23.2

2023 monthly raw data indicates that town wide average concentrations were similar to 2022 at the beginning of the year (January to June), but then decreased for the rest of the year, with a very large decrease in December of 8µg/m³ compared to December 2022.

The first three months of 2024 are all lower than January – March 2023. January and March 2024 are the lowest concentrations in the last seven years, and February was the second lowest (2022 was lower by 2µg/m³). This indicates favourably that 2024 will remain below 10% of the objective level.

Figure 2 Combined Usk & Woodside monthly nitrogen dioxide mean

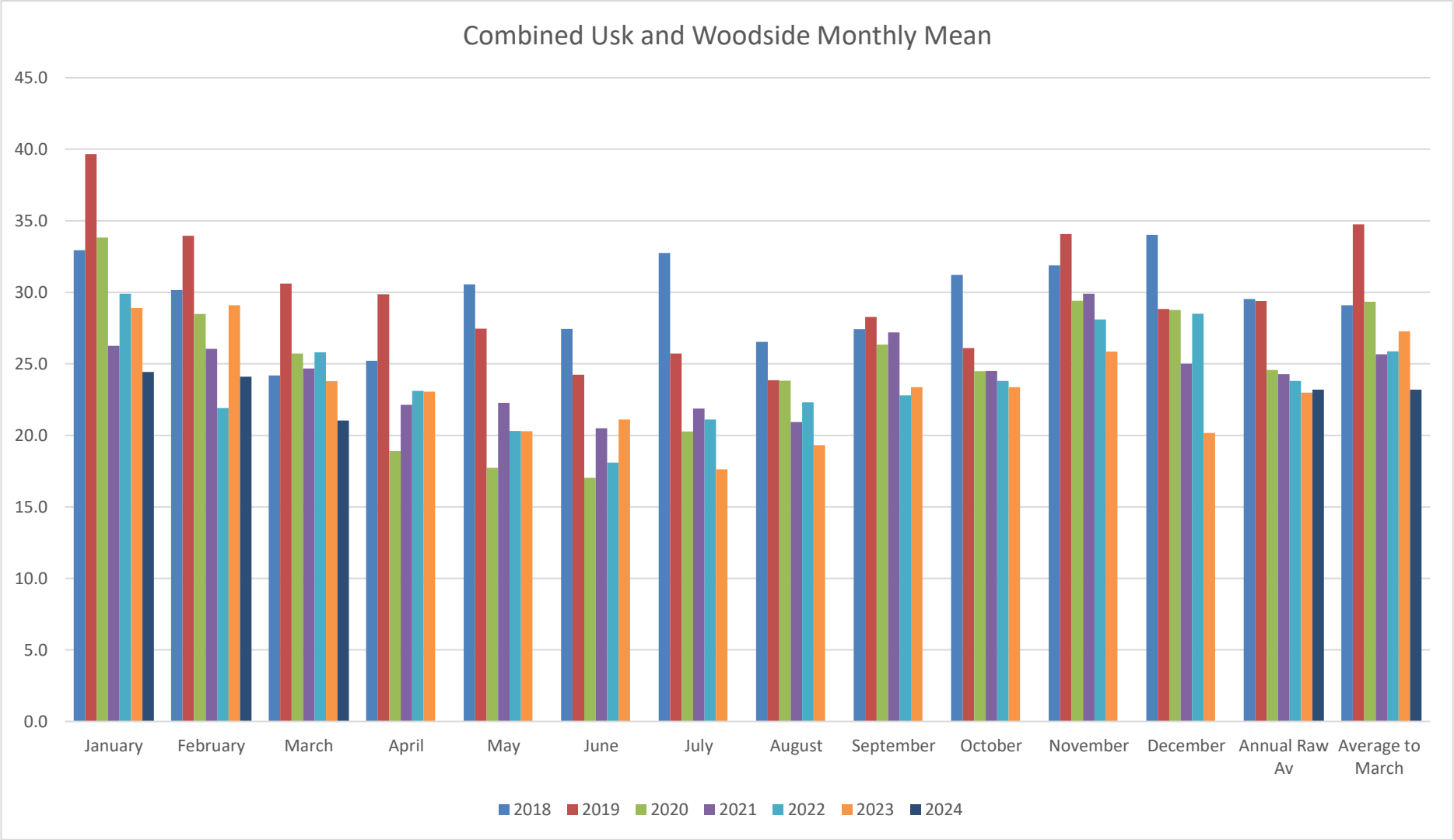


Figure 3 Usk Air Quality Management Area Boundary and Nitrogen Dioxide Monitoring Locations

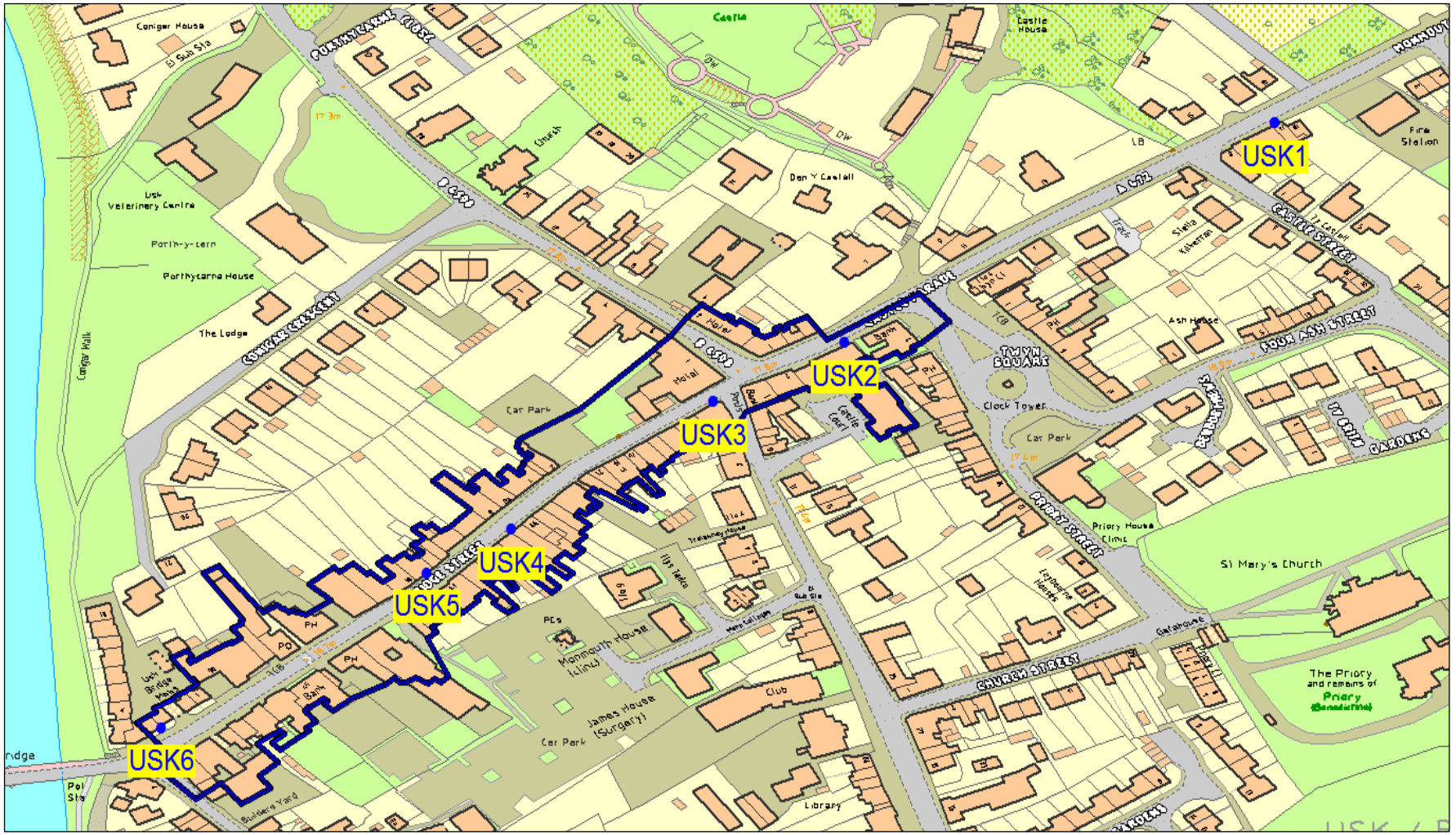


Figure 4 – Woodside nitrogen dioxide monitoring locations

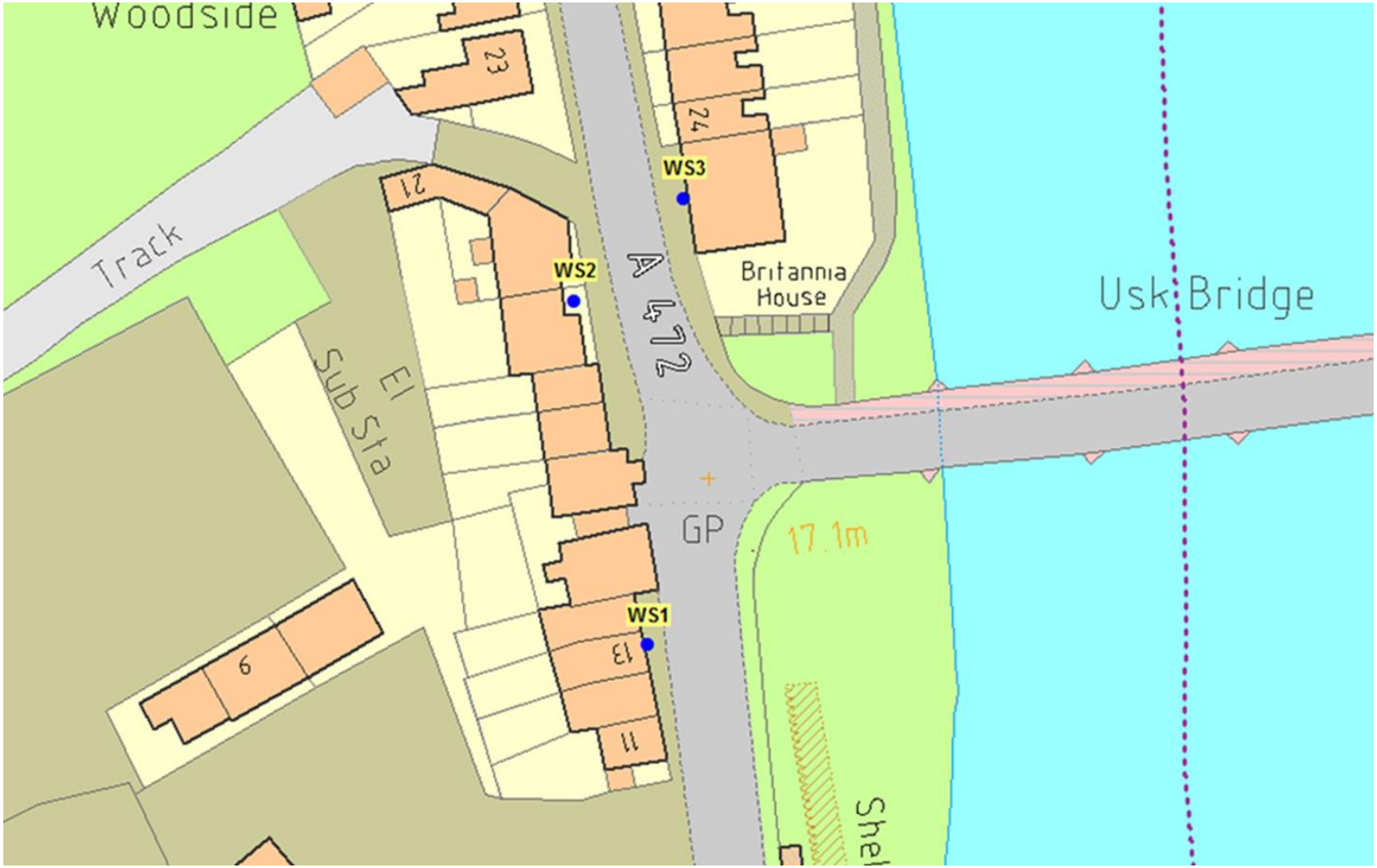


Table 5 – Usk Air Quality Action Plan 2023

Ranking of measures (in order of priority)				
Measure	**Overall cost-effectiveness**	**Overall air quality improvement (and time-scale involved)**	**% people positively affected by option**	**RANKING**
Procurement of ANPR traffic data and commission of parking survey to help inform future actions	Medium (medium cost)	No direct improvement but will help inform further actions	High – residents, shoppers, retailers	**1**
Traffic Enforcement Both 20mph zones by police and double yellow line parking by MCC Civic Enforcement Officers	Medium (low to medium costs)	Medium (this will be an ongoing action)	Medium (residents & shoppers, not retailers)	**2**
Town wide parking strategy Traffic Regulation Orders to restrict parking or limit waiting and improve pedestrian amenity and traffic flow. Improve carparks and introduce EVC points, consider residents parking permits and carpark charging or time restrictions	Medium to High – dependant on range of measures	Medium – approx. 12 months	Medium (residents)	**3**
Improved Public transport – additional bus routes to Pontypool & Abergavenny	Medium	Medium (1-5 years)	Medium (workers, shoppers, visitors residents)	**4**
HGV Lorry Watch to continue with letter warnings and enforcement by MCC	High (low costs – Volunteer spotters and enforcement by MCC)	Medium (medium-term)	High (residents, shoppers, retailers)	**5**
Improving Active Travel, including connecting Coleg Gwent campus, MCC offices (e.g. utilising the former railway line as a high-quality pedestrian cycle route) and Usk Island to the town and the two SUSTRANS routes (423 and 42). Improvement of SUSTRANS routes Create an active travel hub in Twyn Square	High (low cost)	Low (1-5 years)	High (residents, shoppers, retailers, visitors)	**6**
Increase the number of public transport services to and from Usk. To include community transport	Low-medium (high costs to others)	Low (medium to long-term)	Low-medium (residents and shoppers)	**7**

Contain indirect emissions from future development and from changes of land use that would generate traffic	High (low costs)	Low (short to medium-term)	Medium-high (residents, shoppers & retailers)	**8**
Bike Hire Scheme from Coleg Gwent	medium (low costs)	Low- medium dependant on uptake (12 months)	Medium (college students, MCC Staff, visitors)	**9**
Work with school and others to produce community and school traffic plan – School Air Quality Sensor to help with this	High (possible grant input)	Low (medium term)	Low (residents with emphasis on those with primary school age children)	**10**
Support & promote facilities for cyclists at school and in town centres	High (low cost)	Low (short-term)	Potentially high (residents, shoppers, retailers)	**11**
Public Realm improvements to Twyn Square (e.g. remove roundabout, restrict traffic, widen pavements, provide café/pub outside seating areas, improve green infrastructure)	High (medium-high costs)	Medium (1-5 years)	Medium (residents retailers, shoppers & visitors)	**12**
Pedestrian priority interventions for Bridge Street to reduce traffic, and encourage shoppers	High (High costs)	High (1-5 years)	High (residents, retailers, shoppers, visitors)	**13**
Implement new 20mph speed limits/ zones – Bridge Street Zone has been completed, other zones in the town could be beneficial)	Low-medium (low to medium costs)	Low (medium-term)	Low (some residents only)	**14**
River Usk Pedestrian Bridge (part of Active Travel) First – assess strategic need as part of active travel strategy. If case undertake feasibility assessment & determine location, costs, funding, design.	Medium (high cost)	Medium (1-5 years)	Potentially high to residents, shoppers and businesses in the vicinity	**15**

Table 6 – Progress with Action Plan for discussion

Action Plan Measure No.	Measure	Lead authority	Implementation Phase	Indicator	Progress to date	Progress in the last 12 months	Estimated Completion Date	Comments relating to emissions reductions
1	Procurement of ANPR traffic data and commission of parking survey to help inform future actions	MCC Highways	**Planning/Scoping**	ANPR Data and parking survey report	None	Parking Survey/Traffic data collected	Carparking Review due 23/24	
2	Traffic Enforcement Both 20mph zones by police and double yellow line parking by MCC Civic Enforcement Officers	MCC Highways & Police	**Active**	Reduction in speeds and illegal parking	Reduction in speeds and reduced illegal roadside parking	CEO make regular visits	Completed but enforcement will be ongoing	Implementation of 20mph on Bridge Street in 2018 and MCC proactive enforcement of double yellow line parking coincided with a significant improvement in air quality.
3	Town wide parking strategy Traffic Regulation Orders to restrict parking or limit waiting and improve pedestrian amenity and traffic flow. Improve carparks and introduce EVC points, consider residents parking permits and carpark charging or time restrictions	MCC Highways	**Active**	Final Parking Strategy Increase in EVC points in carparks	EVC points installed in two carparks. Carpark Signage Improved	EVC points in stalled in two carparks 8 in Maryport South4 in Maryport North	A County wide carparking strategy is going to be undertaken late 2023 2025	Improvements to town parking with good access to EVC will encourage uptake of EV in the town, and reduce roadside parking creating congestion and thus improve air quality
4	Improved Public transport – additional bus routes to Pontypool & Abergavenny	MCC Transport Planning				Data gathered identified that funding is not available, and usage is down.	2028 – unsure of viability at the moment due to lack of funding and lack of bus usage	Improved public transport will aid in the reduction of vehicles in the AQMA

Action Plan Measure No.	Measure	Lead authority	Implementation Phase	Indicator	Progress to date	Progress in the last 12 months	Estimated Completion Date	Comments relating to emissions reductions
5	HGV Lorry Watch to continue with letter warnings and enforcement by MCC.	MCC Trading Standards	**Active**	Data relating to numbers of HGV's reported, and action taken against companies in breach of the RTO. Reduction in numbers of HGVs in the AQMA	Start date 20/3/2013 Total = 2569 Warnings = 128 Ongoing – 5 NFA - 2436	from 24/5/2022 to 24/5/2023 Total = 12 Warnings = 0 Ongoing – 5 NFA - 7	Ongoing	A reduction in HGV's will not only have a direct air quality improvement by removing their emissions, but also reduce congestion at narrow pinch points like Usk Bridge
6	Improving Active Travel, including connecting Coleg Gwent campus, MCC offices (e.g., utilising the former railway line as a high-quality pedestrian cycle route) and Usk Island to the town and the two SUSTRANS routes (423 and 42). Improvement of SUSTRANS routes Create an active travel hub in Twyn Square	MCC Active Travel			MCC working through the stages of the Active Travel Act. Specific work to create new walking and cycling connections to Coleg Gwent and MCC County Hall, and then South towards Pontypool. – Planning applications made	Survey going through comms for public consultation (Usk to Little Mill consultation) two options – railway line or alongside the road route. Proposed shared use footpath between Lady Hill and Usk School – to better enable children and parents to walk to school and improve access into town. Look to secure funding in 2024	2028	Improvements to Active Travel routes to/from and around Usk to enable residents and visitors to safely walk and cycle and reduce vehicle usage to improve air quality and general health
7	Increase the number of public transport services to and from Usk. To include community transport	MCC Transport Planning			Bus companies report loss of money from routes and require additional MCC funding. Currently MCC priority is to return bus services to previous levels		2028	Improved public transport will aid in the reduction of vehicles in the AQMA

Action Plan Measure No.	Measure	Lead authority	Implementation Phase	Indicator	Progress to date	Progress in the last 12 months	Estimated Completion Date	Comments relating to emissions reductions
8	Contain indirect emissions from future development and from changes of land use that would generate traffic	MCC Planning/Environmental Health	**Active**	Numbers of planning applications consulted on with air quality implications	Planning aware of AQMA and actively consult with Environmental Health			By ensuring local developments are planned with methods to reduce their impact on local air quality. Could be significant depending on number of applications
9	Bike Hire Scheme from Coleg Gwent	MCC Active Travel		Implementation of scheme and uptake		Initial survey concluded - Usk is a small community, and this would have to be a volunteer driven	Uncertain – needs a volunteer led approach. To be further investigated through Town Masterplan process	Provide a hub for MCC staff, students and visitors to cycle into Usk rather than drive.
10	Work with school and others to produce community and school traffic plan	MCC Education		School Traffic Plan and reduction in idling at school, and reduction in school vehicle trips	School signed up to ECO schools with diffusion tube study. MCC undertaken sensor study. School Governor on AQ steering group	Anti-Idling group set up within MCC to promoting anti idling focused on School pick up and drop off times. Signage installed. MCC appointed School Travel Plan Officer who is working with School to produce their own TP	School's first Travel Plan should be completed in the 23/24 year	School plan could help educate parents' and teachers to walk/cycle
11	Support & promote facilities for cyclists at school and in town centres	MCC Active Travel			Cycle parking installed on Bridge Street		Ongoing - as need arises, new facilities will be provided	Potential reductions in emissions if modal shift from car to cycling.
12	Public Realm improvements to Twyn Square (e.g. remove roundabout, restrict traffic, widen pavements, provide café/pub outside	MCC				Usk Masterplan undergoing consultation. This will be the driver	2028	Make Twyn Square more pedestrian friendly to encourage walking through town rather than driving

Action Plan Measure No.	Measure	Lead authority	Implementation Phase	Indicator	Progress to date	Progress in the last 12 months	Estimated Completion Date	Comments relating to emissions reductions
	seating areas, improve green infrastructure)							
13	Pedestrian priority interventions for Bridge Street to reduce traffic, and encourage shoppers	MCC				Usk Masterplan undergoing consultation. This will be the driver	2028	Make Bridge Street more pedestrian friendly to encourage walking through town rather than driving, and discourage through trips
14	Implement new 20mph speed limits/ zones – Bridge Street Zone has been completed, other zones in the town could be beneficial)	MCC Highways	Implementation 2023	Reduced speeds	Bridge Street made 20mph in 2018	Plans completed for Usk wide 20mph	Usk 20mph zone to be implemented September 2023	A town wide 20mph could reduce acceleration/braking and congestion, and encourage walking/cycling. Bridge Street 20mph started in 2018 and corresponded to an improvement in air quality
15	River Usk Pedestrian Bridge (part of Active Travel) First – assess strategic need as part of active travel strategy. If case undertake feasibility assessment & determine location, costs, funding, design.	MCC Active Travel/Planning		Installation of Bridge Bridge usage Less traffic due to improved pedestrian access Improved traffic flow due to removal of pedestrians on vehicle bridge	Usk Masterplan undergoing consultation. This will be the driver	Usk Masterplan undergoing consultation. This will be the driver	No Estimate yet. This is a big-ticket item that will be included in the town strategic plan design	Usk Bridge is narrow with a pedestrian pavement. This creates congestion when large vehicles cross and discourages walking into town. A dedicated pedestrian bridge would alleviate both issues