

Public Document Pack

Date of meeting Monday, 22nd December, 2014
Time 7.00 pm
Venue Civic Offices, Merrial Street, Newcastle Under
Lyme, Staffordshire ST5 2AG
Contact Geoff Durham

Public Protection Committee

AGENDA

PART 1 – OPEN AGENDA

- 1** Guidance Notes (for information) (Pages 3 - 18)
- 2** Apologies for absence
- 3** DECLARATIONS OF INTEREST
To receive declarations of interest from Members on items included in this agenda.
- 4** MINUTES OF PREVIOUS MEETING (Pages 19 - 22)
To consider the minutes of the previous meeting held on 3 November, 2014.
- 5** DISCLOSURE OF EXEMPT INFORMATION
To resolve that the public be excluded from the meeting during consideration of the attached report, because it is likely that there will be disclosure of exempt information as defined in paragraphs 1, 2 and 7 in Part 1 of Schedule 12A of the Local Government Act 1972.
- 6** LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - (Pages 23 - 26)
1976
Private Hire Driver – Mr AH
- 7** LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - (Pages 27 - 30)
1976
Private Hire Driver – Mr AB
- 8** LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - (Pages 31 - 36)
1976
Hackney Carriage Driver – Mr DG
- 9** LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - (Pages 37 - 42)
1976
Hackney Carriage Driver – Mr EY

- 10 **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - (Pages 43 - 48)**
1976
Application for a Private Hire Drivers Licence by Mr HRH
- 11 **CONFIDENTIAL REPORT(S)**
To consider the confidential report(s) of your officers
- 12 **CLEAN NEIGHBOURHOODS AND ENVIRONMENT ACT 2005 - (Pages 49 - 52)**
FIXED PENALTY NOTICES
- 13 **OPEN REPORTS FROM OFFICERS**
- 14 **CLEAN NEIGHBOURHOODS AND ENVIRONMENT ACT 2005 - (Pages 53 - 56)**
FIXED PENALTY NOTICES
- 15 **AIR QUALITY MANAGEMENT AREAS FOR NEWCASTLE (Pages 57 - 88)**
- 16 **URGENT BUSINESS**
To consider any business which is urgent within the meaning of Section 100(B)4 of the Local Government Act.

Members: Councillors Bailey, Mrs Braithwaite, Eastwood, Hailstones, Mrs Hailstones, Matthews, Naylor, Miss Olszewski, Proctor (Vice-Chair), Robinson (Chair), Miss Walklate, Williams and Mrs Williams

PLEASE NOTE: The Council Chamber and Committee Room 1 are fitted with a loop system. In addition, there is a volume button on the base of the microphones. A portable loop system is available for all other rooms. Should you require this service, please contact Member Services during the afternoon prior to the meeting.

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums :- 16+= 5 Members; 10-15=4 Members; 5-9=3 Members; 5 or less = 2 Members.

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

GUIDANCE NOTES

NATURAL JUSTICE AND FAIRNESS

These are the principles used in the determination of just or fair processes and stem from the common law legal system.

According to Roman law, certain basic legal principles were so obvious that they should be applied universally without the need to be enacted into the law.

The rules of natural justice are now regularly applied by courts in both common law and civil law jurisdictions.

Natural justice operates on the principles that man is basically good, that a person of good intent should not be harmed and one should treat others as they would like to be treated.

Natural justice includes the notion of procedural fairness and may incorporate the following guidelines:-

- A person accused of a crime, or at risk of some form of loss, should be given adequate notice about the proceedings (including any charges);
- A person making a decision should declare any personal interest they may have in the proceedings;
- A person who makes a decision should be unbiased and act in good faith. He therefore cannot be one of the parties in the case, or have an interest in the outcome. This is expressed in the Latin maxim, *nemo iudex in causa sua*: “no man is permitted to be judge in his own cause”;
- Proceedings should be conducted so they are fair to all the parties – expressed in the Latin maxim, *audi alteram* : “let the other side be heard”;
- Each party to a proceeding is entitled to ask questions and contradict the evidence of the opposing party;
- A decision-maker should take into account relevant considerations and extenuating circumstances, and ignore irrelevant considerations;
- Justice should be seen to be done. If the community is satisfied that justice has been done they will continue to place their faith in the courts.

Where a person’s legal rights are concerned, the principles of natural justice are bolstered by Article 6 of the European Convention on Human Rights which is now incorporated into domestic law.

THE RULE AGAINST BIAS

It is elementary to the rules of natural justice that the deciding body is to be free from bias.

The rule is that the body must be and be seen to be impartial, independent and disinterested.

There are two broad categories of bias:

- (a) Actual Bias: when the decision-maker has an economic interest in the outcome of the case (also known as a material or pecuniary interest) subject to the De Minimum doctrine;
- (b) Reasonable Apprehension: unbiased appearance is an essential part of procedural fairness. The test is whether, having regard to the circumstances, a well informed person ("reasonably informed bystander") would consider that the interest might have an influence on the exercise of the decision-maker's duties.

GUIDANCE NOTES

HUMAN RIGHTS ACT 1998

In addition to the Rules of Natural Justice, you must also have regard to the provisions of the Human Rights Act 1998.

Rights and Freedoms to be considered when determining matters

ARTICLE 6: RIGHT TO A FAIR TRIAL

1. In the determination of his civil rights and obligations or of any criminal charge against him, everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law. Judgement shall be pronounced publicly, but the press and public may be excluded from all or part of the trial in the interest of morals, public order or national security in a democratic society, where the interests of juveniles or the protection of the private life of the parties so require, or to the extent strictly necessary in the opinion of the court in special circumstances where publicity would prejudice the interests of justice.
2. Everyone charged with a criminal offence shall be presumed innocent until proved guilty according to law.
3. Everyone charged with a criminal offence has the following minimum rights:
 - (a) to be informed promptly, in a language which he understands and in detail, of the nature and cause of the accusation against him;
 - (b) to have adequate time and facilities for the preparation of his defence;
 - (c) to defend himself in person or through legal assistance of his own choosing or, if he has not sufficient means, to pay for legal assistance, to be given it free when the interests of justice so require;
 - (d) to examine or have examined witnesses against him and to obtain the attendance and examination of witnesses on his behalf under the same conditions as witnesses against him;
 - (e) to have the free assistance of an interpreter if he cannot understand or speak the language used in court.

ARTICLE 8: RIGHT TO RESPECT FOR PRIVATE AND FAMILY LIFE

1. Everyone has the right to respect for his private and family life, his home and his correspondence.
2. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

ARTICLE 10: FREEDOM OF EXPRESSION

1. Everyone has the right to freedom of expression. This rights shall include freedom to hold opinions and to receive and impart information and ideas without interference by public authority and regardless of frontiers. This Article shall not prevent States from requiring the licensing of broadcasting, television or cinema enterprises.

2. The exercise of these freedoms, since it carries with it duties and responsibilities, may be subject to such formalities, conditions, restrictions or penalties as are prescribed by law and are necessary in a democratic society, in the interests of national security, territorial integrity or public safety, for the prevention of disorder or crime, for the protection of health or morals, for the protection of the reputation or rights of others, for preventing the disclosure of information received in confidence, or for maintaining the authority and impartiality of the judiciary.

ARTICLE 14: PROHIBITION OF DISCRIMINATION

The enjoyment of the rights and freedoms set fourth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status.

NB This is not a substantive right, but comes into play if other rights are likely to have been infringed. The prohibition is wide, but not exhaustive

ARTICLE 1: OF THE FIRST PROTOCOL PROTECTION OF PROPERTY

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

NOTE Possessions, in this context, includes the right to apply for a licence, the right to hold and retain a licence, the goodwill of a business and liquor licences.



GUIDELINES RELATING TO THE RELEVANCE OF CONVICTIONS FOR APPLICANTS FOR THE GRANT AND RENEWAL OF LICENCES TO DRIVE HACKNEY CARRIAGES AND PRIVATE HIRE VEHICLES

GENERAL POLICY

1. Each case will be decided on its own merits
2. The Council will, as far as is possible, ensure that all persons holding a licence to drive Hackney Carriages or private hire vehicles are fit and proper persons. In doing so, the Council will take into account previous convictions including, where relevant, 'spent' convictions.
3. The Council will always put the protection of the public first when considering the relevance of convictions recorded against an applicant for a licence.
4. A person with a conviction for serious crime need not be permanently barred from obtaining a licence but will be expected to remain free of conviction for an appropriate period, before an application is considered. However, remaining free of conviction for a specified period may not be sufficient to show that a person is fit and proper and additional evidence may be required.
5. There may be occasions where it is appropriate to depart from the guidelines when making a decision on an application. For example, where the offence is a one-off and there are mitigating circumstances or alternately, where there are many or continuous offences which may show a pattern of offending and unfitness.
6. The following examples give a general guide as to the action that might be taken where convictions are recorded against an applicant.

(a) Dishonesty

Members of the public using Hackney Carriages and private hire vehicles expect the driver to be honest and trustworthy. It would be easy for a dishonest driver to take advantage of the public.

For these reasons, a serious view will be taken of any conviction involving dishonesty. In general, if an application is made within the first 3 to 5 years from the date of a conviction or from the date of release from jail where a custodial sentence has been imposed, it is likely that it will be refused.

Where an application is made within the first three years since the conviction or the date of release from jail, where a custodial sentence has been

imposed, for any of the following offences, the application will normally be refused:-

- Theft
- Burglary
- Fraud
- Benefit fraud (including offences under ss11A and 112 of the Social Security Administration Act 1992)
- Blackmail
- Handling or receiving stolen goods
- Forgery
- Conspiracy to defraud
- Obtaining money or property by deception
- Other deception
- Or similar offences to those above which may replace any of the above offences

When a period of three years from conviction or the date of release from jail, where a custodial sentence has been imposed has passed, consideration will be given to the circumstances of the offence and any evidence to show that an applicant is a fit and proper person to hold a licence.

(b) Violence

As Hackney Carriage and private hire vehicle drivers maintain close contact with the public, a firm line will be taken with applicants who have convictions for violence. Where the commission of an offence involves loss of life, a licence will normally be refused. In other cases, a period of three to ten years free of conviction from the date of conviction or the date of release from jail, where a custodial sentence has been imposed will generally be required before an application is likely to be considered favourably. The nature and seriousness of the offence(s) will be taken into consideration.

In particular:-

- (i) An application will normally be refused where the applicant has a conviction for an offence of:-
 - Murder
 - Manslaughter
 - Manslaughter or culpable homicide while driving
 - Or similar offence or offences which replace the above offences

- (ii) An application will normally be refused for a period of five years from the date of the conviction or the date of release from jail, where a custodial sentence has been imposed if the applicant has a conviction for:-
 - Arson
 - Malicious wounding or grievous bodily harm which is racially aggravated
 - Assault occasioning actual bodily harm which is racially aggravated

- Assault with intent to cause grievous bodily harm
- Assaulting a police officer in the execution of his duties
- Malicious wounding
- Robbery
- Racially aggravated criminal damage
- Racially aggravated fear or provocation of violence
- Racially aggravated intentional harassment, alarm or distress
- Racially aggravated harassment
- Racially aggravated putting people in fear of violence
- Riot
- Possession of an offensive weapon
- Possession of a firearm
- Violent disorder
- Or any arrestable offence involving violence (an arrestable offence is defined as an offence committed by a person of age 21 years or over and on conviction for the first offence may be sentenced to a term of imprisonment of five years or where the penalty is fixed by law)

(iii) An application will normally be refused for a period of three years from the date of conviction or the date of release from jail, where a custodial sentence has been imposed, where the applicant has a conviction for:-

- Common assault
- Racially aggravated common assault
- Assault occasioning actual bodily harm
- Affray
- Racially aggravated harassment, alarm or distress
- Resisting arrest
- Obstructing a police officer in the execution of his duty
- Criminal damage
- Any similar offence or offences which replace the above offences

(c) Drugs

An application will normally be refused if an applicant has a conviction for an offence that relates to the supply or importation of drugs and the date of the conviction or the date of release from jail, where a custodial sentence has been imposed, is less than five to ten years before the date of the application. However, after five years from the date of such a conviction or the date of release from jail, where a custodial sentence has been imposed, the circumstances of the offence and any evidence which shows that a person is now a fit and proper person to hold a licence will be taken into consideration.

An application will normally be refused where the application is made within three to five years from the date of a conviction or the date of release from jail, where a custodial sentence has been imposed for an offence relating to the possession of drugs. However, after a period of three years from the date of such a conviction or the date of release from jail, where a custodial sentence has been imposed, consideration will be given to the circumstances

of the offence and any evidence to show that an applicant is a fit and proper person to hold a licence.

An application will normally be refused where an applicant has more than one conviction for offences related to the possession of drugs and the last conviction or the date of release from jail, where a custodial sentence has been imposed, is less than five years before the date of the application.

Where evidence is available that an applicant who has convictions for drug related offences has been addicted to drugs, they will have to produce evidence that shows that they have been free of drug taking for at least five years after successfully completing a drug treatment programme.

(d) Sexual and Indecency Offences

As the driver of Hackney Carriages and private hire vehicles often carry passengers who are alone, or may be vulnerable, applicants who have convictions for rape, indecent assault, any sexual offence involving children and any conviction for an offence under the Sexual Offences Act 2003 will normally be refused a licence.

Where an applicant has a conviction for a sexual offence such as indecent exposure, they will normally be refused a licence until they can show a substantial period usually between five and ten years free of any such convictions from the date of conviction or the date of release from jail where a custodial sentence has been imposed before an application is made.

After a period of five years from the date of a conviction or the date of release from jail, where a custodial sentence has been imposed, consideration will be given to the circumstances of the offence and any evidence to show that an applicant is a fit and proper person to hold a licence.

When considering applications, the Council may take into account any information of a sexual nature which does not amount to a criminal offence that is brought to its attention where that information may indicate that an applicant may not be a fit and proper person to hold a licence.

(e) Motoring Convictions

(i) Disqualification

Where an applicant had been disqualified from driving by the Courts for a serious traffic offence under Category 'A' of Annex (i), an application will generally be refused unless a period of five years free of conviction has passed since the return of the DVLA licence.

Where an applicant has been disqualified from driving by the Courts for a serious traffic offence under Category 'B' of Annex (i), an application will generally be refused unless a period of five years free of conviction has passed since the return of the DVLA licence unless the offence was an isolated one, in which case, a period of not less than 2 years shall have passed.

Where a disqualification is imposed by a court in a 'totting-up' case, i.e. where an applicant has been disqualified because of several

driving offences, an application will generally be refused unless a period of one year free of conviction has elapsed since the return of the DVLA driver licence.

In 'totting-up' cases where a court does not impose a disqualification because of exceptional circumstances, then because the Council apply different criteria to the courts, an application will generally be refused unless an applicant can show a period of 1 year free of conviction from the date of the last court appearance.

(ii) Serious Traffic Offences

Where an applicant has a conviction for a serious traffic offence in Category 'A' Annex (i) and a period of disqualification has not been imposed by the courts, an application will normally be refused where an application is made in the last five years following the date of the last conviction.

Where an applicant has a conviction for a serious traffic offence in Category 'B' Annex (i) and a period of disqualification has not been imposed by the courts, an application will normally be refused where an application is made in the last five years following the date of the last conviction unless the offence was an isolated one.

Where an applicant has had more than one conviction for a serious traffic offence in either Category 'A' or 'B' of Annex (i) and the courts have not imposed a period of disqualification, an application will normally be refused where an application is made in five years following the date of the last conviction.

(iii) Other Traffic Offences

Normally, isolated convictions for other traffic offences should not prevent someone obtaining a licence. However, the number, type and the frequency of these types of offence will be taken into account. If there are several convictions for these types of offence, an applicant will normally be expected not to have been convicted of an offence in the six months before an application is made.

A list of relevant offences is shown at Annex (ii). However, this is not an exhaustive list and there may be other offences which may be relevant.

(f) **Offences Under the Town Police Clauses Acts and Part II of the Local Government (Miscellaneous Provisions) Act 1976 and any Hackney Carriage Byelaws (The Acts)**

One of the main purposes of the licensing regime set out in 'The Acts' is to ensure the protection of the public. For this reason, a serious view will be taken of convictions for offences under the legislation, particularly offences of illegal plying for hire, when deciding if a person is a fit and proper person to hold a licence.

In particular, an application will normally be refused where an applicant has more than one conviction for an offence under 'The Acts' in the two years preceding the date of the application.

(g) Drunkenness

(i) In a Motor Vehicle

The manner in which drunkenness in a motor vehicle will be dealt with is outlined in Motoring Offences at paragraph 'e' of these guidelines.

(ii) Not in a Motor Vehicle

Where an applicant has an isolated conviction for drunkenness, this need not stop an applicant from getting a licence. In some cases, a warning may be appropriate. However, where an applicant has a number of convictions for drunkenness, it could indicate a medical problem, which would require further investigation including a medical examination and the possible refusal of a licence.

(h) Spent Convictions

The Council will only take 'Spent Convictions' into consideration if it is considered they are relevant to the application.

(i) Formal Cautions and Fixed Penalty Notices

For the purposes of these guidelines, the Council will treat Formal Cautions issued in accordance with Home Office guidance and fixed penalty notices as though they were a conviction before the courts.

SERIOUS TRAFFIC OFFENCES

| CATEGORY 'A' | |
|--------------------------------------|---|
| Offence Code | Offence |
| Careless Driving | |
| CD40 | Causing death through careless driving when unfit through drink |
| CD50 | Causing death through careless driving when unfit through drugs |
| CD60 | Causing death through careless driving with alcohol level above the limit |
| CD70 | Causing death through careless driving then failing to supply a specimen for analysis |
| Reckless/Dangerous Driving | |
| DD40 | Dangerous driving |
| DD60 | Manslaughter or culpable homicide while driving a vehicle |
| DD80 | Causing death by dangerous driving |
| Miscellaneous Offences | |
| MS50 | Motor racing on a highway |
| Theft and Unauthorised Taking | |
| UT50 | Aggravated taking of a vehicle |

PLEASE NOTE:

Any offence of aiding, abetting or procuring the above offences, the offence code will have the **0** replaced by a **2**.

Any offence of causing or permitting the above the offences, the offence code will have the **0** replaced by a **4**.

Inciting any of the above offences, the offence code will have the **0** replaced by a **6**.

| CATEGORY 'B' | |
|--------------------------------------|--|
| Offence Code | Offence |
| Accident Offences | |
| AC10 | Failing to stop after an accident |
| AC20 | Failing to give particulars or report an accident within 24 hours |
| BA10 | Driving whilst disqualified by order of the court |
| BA30 | Attempting to drive whilst disqualified by order of the court |
| Careless Driving | |
| CD10 | Driving without due care and attention |
| CD20 | Driving without reasonable consideration for other road users |
| CD30 | Driving without due care and attention or without reasonable consideration for other road users |
| Construction and Use Offences | |
| CU10 | Using a vehicle with defective brakes |
| CU20 | Causing or likely to cause danger by use of unsuitable vehicle or using a vehicle with parts or accessories (excluding brakes, steering or tyres) in a dangerous condition |
| CU30 | Using a vehicle with defective tyre(s) |
| CU40 | Using a vehicle with defective steering |
| CU50 | Causing or likely to cause danger by reason of load or passengers |
| Drink or Drugs | |
| DR10 | Driving or attempting to drive with alcohol level above limit |
| DR20 | Driving or attempting to drive while unfit through drink |
| DR30 | Driving or attempting to drive then failing to supply a specimen for analysis |
| DR40 | In charge of a vehicle while alcohol above limit |
| DR50 | In charge of a vehicle while unfit through drink |
| DR60 | Failure to provide specimen for analysis in circumstances other than driving or attempting to drive when unfit through drugs |
| DR70 | Failing to provide a specimen for breath test |
| DR80 | Driving or attempting to drive when unfit through drugs |
| DR90 | In charge of a vehicle while unfit through drugs |
| Insurance Offences | |
| IN10 | Using a vehicle uninsured against third party risks |
| Licence Offences | |
| LC30 | Driving after making a false declaration about fitness when applying for a licence |
| LC40 | Driving a vehicle after having failed to notify a disability |
| Miscellaneous Offences | |
| MS70 | Driving with uncorrected defective eyesight |

PLEASE NOTE:

Any offence of aiding, abetting or procuring the above offences, the offence code will have the **0** replaced by a **2**.

Any offence of causing or permitting the above the offences, the offence code will have the **0** replaced by a **4**.

Inciting any of the above offences, the offence code will have the **0** replaced by a **6**.

If any of the offences in **Category 'B'** involve a licensed Hackney Carriage or private hire vehicle, they will be treated as though they are a **Category 'A'** offence.

OTHER TRAFFIC OFFENCES

| Offence Code | Offence |
|--------------|--|
| LC20 | Driving otherwise than in accordance with a licence |
| LC50 | Driving after a licence has been revoked or refused on medical grounds |
| | |
| MS10 | Leaving a vehicle in a dangerous position |
| MS20 | Unlawful pillion riding |
| MS30 | Play street offences |
| MS60 | Offences not covered by other codes |
| MS80 | Refusing to submit to an eyesight test |
| MS90 | Failure to give information as to identity of driver etc |
| | |
| MW10 | Contravention of Special Road Regulations (excluding speed limits) |
| | |
| PC10 | Undefined contravention of Pedestrian Crossing Regulations |
| PC20 | Contravention of Pedestrian Crossing Regulations with a moving vehicle |
| PC30 | Contravention of Pedestrian Crossing Regulations with a stationery vehicle |
| | |
| SP10 | Exceeding goods vehicle speed limits |
| SP20 | Exceeding speed limit for type of vehicle (excluding goods or passenger vehicles) |
| SP30 | Exceeding statutory speed limit on a public road |
| SP40 | Exceeding passenger vehicle speed limit |
| SP50 | Exceeding speed limit on a motorway |
| SP60 | Undefined speed limit offence |
| | |
| TS10 | Failing to comply with traffic light signals |
| TS20 | Failing to comply with double white lines |
| TS30 | Failing to comply with 'stop' sign |
| TS40 | Failing to comply with direction of a constable/warden |
| TS50 | Failing to comply with traffic sign (excluding stop signs, traffic lights or double while lines) |
| TS60 | Failing to comply with a school crossing patrol sign |
| TS70 | Undefined failure to comply with a traffic direction sign |

PLEASE NOTE:

Any offence of aiding, abetting or procuring the above offences, the offence code will have the **0** replaced by a **2**.

Any offence of causing or permitting the above the offences, the offence code will have the **0** replaced by a **4**.

Inciting any of the above offences, the offence code will have the **0** replaced by a **6**.

If any of the offences in **Category 'B'** involve a licensed Hackney Carriage or private hire vehicle, they will be treated as though they are a **Category 'B'** offence under Annex (ii).

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PUBLIC PROTECTION COMMITTEE

Monday, 3rd November, 2014

Present:- Councillor Kyle Robinson – in the Chair

Councillors Mrs Braithwaite, Eastwood, Hailstones, Mrs Hailstones,
Matthews, Naylor, Miss Walklate, Williams and Mrs Williams

1. **APOLOGIES**

Apologies were received from Cllr Bailey and Cllr Proctor.

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

3. **MINUTES OF PREVIOUS MEETING**

Resolved: That the minutes be agreed as a correct record.

4. **DISCLOSURE OF EXEMPT INFORMATION**

Resolved: That the public be excluded from the meeting.

5. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976**

A report was submitted to inform the Committee of the recent removal of Hackney Carriage licence plates by Staffordshire Police from a vehicle licensed by this authority.

On the 6th October the Councils licensing department received information that a Hackney Carriage vehicle licensed by this authority had its licence plates removed by the Police.

Licensing officers from Stafford Borough Council in conjunction with Staffordshire Police conducted an operation in Stone on the 2nd October 2014 and during that operation had cause to inspect the aforementioned Hackney Carriage. The inspection revealed that the vehicle had a defective tyre (insufficient tread) had windscreen wipers that were inoperative, and had no number plate light.

Resolved: a) That a warning be issued to the driver of the vehicle stating that the Committee considered that the condition of the vehicle was unacceptable.

b) That the owner of the vehicle be requested to attend the next meeting of the Public Protection Committee in December 2014.

6. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976**

A report was submitted to inform the Committee of an application from Mr MH to renew his Hackney Carriage Drivers licence while having a conviction that fell within the Councils guidelines for the relevance of convictions.

Mr MH had made an application to renew his Hackney Carriage driver's licence. Part of the application process required the Mr MH to produce his DVLA driving licence. The counterpart of the licence revealed a conviction in June 2013 for an offence coded "IN10" which was applied to the offence of driving a motor vehicle without insurance.

In addition to the conviction Mr MH failed to notify the Council as required in accordance with the conditions attached to his Hackney Carriage Drivers licence.

- Resolved:**
- a) That the licence be renewed for a period of 12 months.
 - b) That additional training be undertaken by the applicant with the Council's licensing officers.
 - c) That the applicant appear before the Public Protection Committee in 12 months time for the Committee to consider whether to extend the licence for the full three year.

7. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976

To inform the Committee of an application by Mr MM to renew his Private Hire Drivers licence while having a conviction that falls within the Councils guidelines for the relevance of convictions.

Mr MM has made an application to renew his private hire drivers licence, part of the process requires the Mr MM to produce his DVLA driving licence, the counterpart of the licence reveals a conviction in June 2013 for an offence coded "IN10", this is applied to the offence of driving a motor vehicle without insurance. A copy of the counterpart was attached to the report.

In addition to the conviction Mr MM failed to notify the Council as required in accordance with the conditions attached to a Private Hire Drivers licence.

- Resolved:**
- a) That the licence be renewed for a period of 12 months.
 - b) That additional training be undertaken by the applicant with the Council's licensing officers.
 - c) That the applicant appear before the Public Protection Committee in 12 months time for the Committee to consider whether to extend the licence for the full three year.

8. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976

A report was submitted to inform the Committee of a recent conviction imposed on Mr MN who held a Hackney Carriage drivers licence.

Mr MN held a Hackney Carriage drivers licence, a condition of the licence required that Mr MN notify the Council in writing within seven days of any conviction that was imposed on him while he held a licence. In September Mr MN presented himself at the Councils offices to report that he had been convicted at North Staffordshire magistrates on the 11th September 2014 for the offence of racial abuse, to substantiate this Mr MN provided documentation from the Court which contained the relevant information. The document containing the information was attached to the report.

The Committee took on board the comments made and appreciated that there had been some provocation in relation to Mr MN's actions.

Resolved: That Mr MN be issued with a written warning.

9. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976

A report was submitted to inform the Committee of an application for the grant of a Private Hire Drivers licence by Mr MAK.

Mr MAK had submitted an application for the grant of a Private Hire drivers licence. Part of the application process required the applicant to provide a disclosure from the Disclosure and Barring Service at an enhanced level.

The disclosure provided by Mr MAK revealed that in March 2012 he received a caution from Staffordshire Police for: - person persistently solicit for the purposes of prostitution, street offences Act 1959 s1(1).

Resolved: That due to the nature of the offence the application for a licence be refused in accordance with the Council's Guidelines Relating to the Relevance of Convictions. The Committee did not deem Mr MAK to be a fit and proper person to hold a driver licence.

10. TAXI AND PRIVATE HIRE VEHICLE FEES 2015/2016

A report was submitted requesting the Public Protection Committee to consider the proposed taxi and private hire fees prior to their consideration by the Cabinet.

Resolved:

a) That the Committee agree to the proposed fees and that this be fed back to Cabinet.

b) That the proposed fees be sent out for consultation.

11. URGENT BUSINESS

COUNCILLOR KYLE ROBINSON
Chair

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of the Local Government Act 1972.

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1. **CLEAN NEIGHBOURHOODS AND ENVIRONMENT ACT 2005
FIXED PENALTY NOTICES**

Submitted by **Head of Environmental Health Services**

Portfolio **Environment and Recycling**

Ward(s) affected **All**

Purpose of the Report

To advise the Committee of the action taken in respect of Littering offences within the borough.

Recommendations

That the report be received.

Reasons

Consistent enforcement is needed to challenge people who choose to ignore the law and the Department for Environment, Food and Rural Affairs (DEFRA) guidance states clearly that pursuing non-payment of fixed penalty notices is key to a successful penalty system. Authorities need to strive for a high payment rate to reflect this success.

1. **Background**

During recent patrols conducted through the town centre and borough of Newcastle-under-Lyme a number of individuals were witnessed Littering. The offenders were approached and advised of the appropriate legislation and their details were then recorded by an enforcement officer.

It is an offence under the Environmental Protection Act 1990 to discard litter. However to avoid a conviction in the courts offenders are given the opportunity to discharge their liability by payment of a fixed penalty. The following offenders have been issued with fixed penalties but failed to pay them, and at Staffordshire Magistrates Court they received the following fines and costs with a victim surcharge (vs):

| | | |
|---------|---------------------|---|
| D022966 | Mr James Towle | £200 Fine £130 costs £20 Victim surcharge |
| D022967 | Mr Nathan Percy | £35 Fine £130 costs £20 Victim surcharge |
| D022968 | Mr Simon Cattell | £35 Fine £125 costs £20 Victim surcharge |
| D022975 | Laura Barker | £200 Fine £130 costs £20 Victim surcharge |
| D022977 | Victoria Ecclestone | £35 Fine £130 costs £20 Victim surcharge |
| D022980 | Mrs Diane Johnson | £200 Fine £130 costs £20 Victim surcharge |
| D022986 | Mr Matt Rowlinson | £200 Fine £130 costs £20 Victim surcharge |
| D023007 | Miss Fiona Moss | £200 Fine £130 costs £20 Victim surcharge |

| | | |
|---------|---------------------|---|
| D023010 | Miss Waomi Clifford | £200 Fine £130 costs £20 Victim surcharge |
| D023016 | Mr Joshua Clayton | £200 Fine £130 costs £20 Victim surcharge |
| D023020 | Mr Will Peers | £200 Fine £130 costs £20 Victim surcharge |
| D023021 | Mr Aaron Mountford | £400 Fine £130 costs £40 Victim surcharge |
| D023022 | Miss Nikki Brough | £400 Fine £130 costs £40 Victim surcharge |
| D023023 | Mr Zac Martindale | £200 Fine £130 costs £20 Victim surcharge |
| D023025 | Mrs Evelyn Osborne | £400 Fine £130 costs £50 Victim surcharge |
| D023026 | Mr Andrew Shaw | £200 Fine £130 costs £20 Victim surcharge |
| D023027 | Jake Duran Finney | £265 Fine £130 costs £27 Victim surcharge |
| D023030 | Mr Ashley Rutter | £265 Fine £130 costs £27 Victim surcharge |
| D023034 | Mr Tuwalib Ghalib | £400 Fine £130 costs £40 Victim surcharge |
| D023041 | Mr Alan Pawlowski | £200 Fine £130 costs £20 Victim surcharge |
| D023054 | Miss Josy Mcginley | £200 Fine £130 costs £20 Victim surcharge |
| D023055 | Mr Darrell Riley | £200 Fine £130 costs £20 Victim surcharge |
| D023056 | Sarlota Davidova | £200 Fine £130 costs £20 Victim surcharge |
| D023068 | Miss Amy Lovatt | £35 Fine £130 costs £20 Victim surcharge |
| D023072 | Mr Dean Carr | £200 Fine £130 costs £20 Victim surcharge |
| D023074 | Damien Dickinson | £200 Fine £130 costs £20 Victim surcharge |
| D023076 | Mr Mark Chetwynd | £200 Fine £115 costs £20 Victim surcharge |
| D023077 | Miss Katy Leese | £200 Fine £130 costs £20 Victim surcharge |
| D023080 | Mr Jamie Shepherd | £200 Fine £130 costs £20 Victim surcharge |
| D023082 | Natasha Walters | £35 Fine £130 costs £20 Victim surcharge |
| D023083 | Miss Sharna Lees | £200 Fine £130 costs £20 Victim surcharge |
| D023086 | Mr Tom Wright | £300 Fine £130 costs £20 Victim surcharge |
| D023094 | Sarah Dugmore | £35 Fine £130 costs £20 Victim surcharge |
| D023097 | Cheryl Allen | £200 Fine £130 costs £20 Victim surcharge |
| D023101 | Alex Gibson | £200 Fine £130 costs £20 Victim surcharge |
| D023103 | Mark Bentley | £200 Fine £130 costs £20 Victim surcharge |
| D023106 | Mr Conrad Cooper | £35 Fine £130 costs £20 Victim surcharge |
| D023107 | Mr Rafal Cierocki | £200 Fine £130 costs £20 Victim surcharge |
| D023109 | Stephanie Churchill | £200 Fine £130 costs £20 Victim surcharge |
| D023128 | Stacey Boulton | £200 Fine £130 costs £20 Victim surcharge |
| D023148 | Miss Zoe Brockley | £80 Fine £125 costs £20 Victim surcharge |
| D023161 | Mr Shaun Adams | £35 Fine £130 costs £20 Victim surcharge |
| D023162 | Miss Linsey Rawlins | £150 Fine £130 costs £20 Victim surcharge |
| D023168 | Mr Alec Goodwin | £150 Fine £130 costs £20 Victim surcharge |

2. **Issues**

Consistent enforcement is needed to challenge people who choose to ignore the law and DEFRA guidance states clearly that pursuing non-payment of fixed penalty notices is key to a successful penalty system. Authorities need to strive for a high payment rate to reflect this success.

3. **Policy Considerations**

There are none arising from this report.

4. **Outcomes Linked to Corporate Priorities**

4.1 Creating a cleaner, safer and sustainable borough.

- Streets and open spaces are clean and the community have pride in the borough and take responsibility for seeing that it is clean and pleasant by reducing waste.
- The community is not put at risk from pollution or environmental hazards.

5. **Legal and Statutory Implications**

5.1 The Environmental Protection Act 1990 and Clean Neighbourhoods and Environment Act 2005 place duties on the Council and provide powers of enforcement.

6. **Equality Impact Assessment**

6.1 There are no differential equality impacts identified within this report.

7. **Financial and Resource Implications**

The Council would seek to recover costs during any court proceedings.

8. **Major Risks**

8.1 **Non payment**

The non-payment of fines would need to be considered seriously. If a non-payment culture were allowed to develop the Authority would be in disrepute with the residents and members, undermining confidence in a service which aims to improve the quality of the environment.

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

EXECUTIVE MANAGEMENT TEAM'S REPORT TO THE PUBLIC PROTECTION COMMITTEE

Date 22ND December 2014

REPORT TITLE

**Environment Act 1995 – Part IV
Declaration of Air Quality Management Area for Newcastle
Town Centre; Kidsgrove; Little Madeley and Maybank,
Wolstanton and Porthill**

Submitted by:

(Environmental Protection Team Manager – Darren Walters)

Portfolio:

Environmental Health

Ward(s) affected:

ALL

Purpose of the Report

To advise Committee of the findings of the statutory progress report for 2013 in respect of air quality in the Borough and the work required as a result of the findings of poor air quality in areas of the Borough.

Recommendations

- (i) That an Air Quality Management Area is formally designated by Order under the provisions of Section 83(1) of the Environmental Act 1995 for an identified area of Kidsgrove (Order number 1) as detailed in Appendix C
- (ii) That an Air Quality Management Area is formally designated by Order under the provisions of Section 83(1) of the Environmental Act 1995 for an identified area of Newcastle under Lyme Town Centre (Order number 2) as detailed in Appendix D.
- (iii) That an Air Quality Management Area is formally designated by Order under the provisions of Section 83(1) of the Environmental Act 1995 for an identified area of Maybank, Wolstanton and Porthill (Order number 4) as detailed in Appendix E.
- (iv) That an Air Quality Management Area is formally designated by Order under the provisions of Section 83(1) of the Environmental Act 1995 for an identified area of Little Madeley (Order number 3) as detailed in Appendix F.
- (v) That area specific Action Plans are developed to manage the Air Quality Management Areas within 12 months of the designation.

Reasons

1. To protect the health of residents within the identified areas where the annual average concentrations of nitrogen dioxide has been shown to exceed the statutory annual mean nitrogen dioxide objective.
2. To comply with legal duties placed upon the Council under section 83 of the Environment Act 1995.
3. There is a statutory requirement upon designation of an Air Quality Management Area to develop and implement an Action Plan within 12 months to manage and reduce nitrogen dioxide concentrations within the identified area(s).

1. Background

Nationally, the UK Government considers that health related air quality has an equivalent impact on the UK economy to that caused by obesity and a greater cost to the economy and mortality than road traffic injuries and deaths. Air pollution is estimated to reduce the life expectancy of every person in the UK by an average of 7-8 months with estimated equivalent health costs of up to £20 billion each year.

Local authorities therefore have an important role in bringing about improvements in air quality and ensuring compliance with statutory requirements to reduce the impact on health and associated costs to the National Health Service and the wider economy.

Local authorities in the UK have statutory duties for managing local air quality under [Part IV of the Environment Act 1995](#). District Councils have been required to review and assess air quality within their areas since 1997 for compliance against a range of pollutant objectives.

The findings of the previous reviews and assessments undertaken by your officers was reported to committee earlier this year. These statutory reports are available on www.newcastle-staffs.gov.uk/LAQM/reports

Following identification of exceedances in the nitrogen dioxide annual mean objective in a number of locations across the borough in 2012 a specialist air quality consultancy was appointed to undertake a combined Detailed and Further Assessment study of air quality in the affected areas. The outcome of this study was reported to this committee in December 2013 (Minute number 8 of the 2nd December 2013).

Members were informed that as a result of the findings of the study there was a legal requirement for the council to declare Air Quality Management Areas (AQMA) in the affected areas and to consult on the boundaries with key stakeholders prior to formally making an order declaring an AQMA.

2. **Issues**

The Detailed and Further Assessment undertaken in 2013, identified the following areas as exceeding the statutory nitrogen dioxide annual mean objective.

- Newcastle under Lyme Town Centre in including London Road, and King Street
- Liverpool Road Kidsgrove
- May Bank High Street and Porthill Bank
- 2 dwellings at Little Madeley adjacent to the M6 motorway

Following advice from the council's air quality consultant discrete areas were identified for inclusion within Air Quality Management Area's which included the address locations which exceeded the annual mean objective. The boundaries were also drawn sufficiently wide to enable a strategic approach to be taken to improve air quality in the affected areas.

Consultation on the proposed Air Quality Management Areas in Kidsgrove, Newcastle Town Centre and May Bank-Porthill-Wolstanton took place between the 1st September 2014 and the 12th October 2014. The owner and occupants of the properties at Little Madeley were contacted and provided with specific written advice concerning the proposals.

All residents and businesses in the proposed areas were provided with written information and invited to attend drop in sessions to speak directly to officers from the Environmental Protection Team. Following a request from Stoke on Trent City Council's Public Protection Unit to extend the area along Etruria Road to the MFI roundabout local residents and business' together with

the relevant highways authorities and local ward members along the route of the suggested extension were also contacted for their views and were invited to comment between the 24th October 2014 and the 10th November 2014.

Known stakeholders were contacted and invited to comment as detailed in Appendix A. The consultation was also promoted through the council's website, The Reporter newspaper, local press, radio interviews and member briefings. Officers also attended two public meetings called by local residents groups to discuss the proposals in detail.

A total of 91 consultation comments were received and these have been collated and are detailed in Appendix B.

Generally, there is broad support for the suggested boundaries and an appreciation of the work being undertaken to monitor and improve local air quality. A number of traffic related issues and suggested solutions were identified and these will be taken into account in the formulation of the legally required area specific Air Quality Action Plans (AQAP's) which will commence in January 2015 and will need to be in place by December 2015.

3. **Reasons for Preferred Solution**

The proposed boundaries of the Air Quality Management Areas have been devised to enable the council to undertake a strategic approach in securing reductions in levels of nitrogen dioxide within the affected areas.

The boundary of the Newcastle under Lyme Town Centre AQMA has been amended to incorporate the Newcastle side of A53 Etruria Road such that it now runs contiguous with the Stoke on Trent AMQA's along this road which have been declared due to exceedances of the nitrogen dioxide annual mean objective across the city and also the hourly mean nitrogen dioxide objective at the houses situated on Basford Bank. This will better enable co-ordination between the borough council and Stoke-on-Trent City Council in managing air quality along this route such that actions in one local authority to improve air quality should not have a detrimental effect in the neighbouring authority's area.

4. **Outcomes Linked to Sustainable Community Strategy and Corporate Priorities**

The action taken achieves the following priorities detailed within the Council Plan

- Priority 1 – A clean, safe and sustainable borough
- Priority 3 –A healthy and active community
- Council Plan Outcome 1.3 The negative impact that the council, residents and local businesses have on the environment will have reduced

5. **Legal and Statutory Implications**

Where air quality is unlikely to meet or does not meet the statutory objectives, Section 83 of the Environment Act 1995 requires the council by Order to designate an Air Quality Management Area. The draft Orders are attached in appendices A to D.

Section 84 of the Environment Act 1995 places a duty on the council to consult with the public and stakeholders and to develop and implement an action plan to address the situation

To decide not to declare an AQMA would require appropriate evidence to the contrary, i.e. there is no risk of exceedence of the nitrogen dioxide annual average limit.

The Air Quality Management Orders will be finalised, affixed with the council's seal and attested by the council's signatories. A copy of the Order must then be sent to DEFRA and be publicised locally. It is intended that the order's will come into effect on the 5th January 2015.

6. **Financial and Resource Implications**

Staffing and financial resources to undertake ongoing monitoring and to develop the AQAP's will be met from existing resources. Resourcing and ownership of the measures identified in the action plans will be identified in the development of the action plans.

Progress against the delivery of the AQAP's will be reported annually as part of the current statutory review and assessment reporting requirements.

7. **Background Papers**

- Environment Act 1995 – Part IV
- Local Air Quality Management Technical Guidance (LAQM.TG.09) (available at <http://www.defra.gov.uk/publications/files/pb13081-tech-guidance-laqm-tg-09-090218.pdf>)
- Newcastle Under Lyme Air Quality Detailed and Further Assessment – Client Project Report CPR2631 prepared by TRL (available at www.newcastle-staffs.gov.uk/LAQM/DAFA2013)

Appendix A

List of consultees

Newcastle under Lyme Borough Council

Council Leader
Public Protection Portfolio Holder
Wolstanton ward councillors
May Bank ward councillors
Porthill ward councillors
Town ward councillors
Cross Heath Ward Councillors
Kidsgrove Ward Councillors
Butt Lane Ward Councillors
Keele Ward Councillors
Newcastle under Lyme Borough Council Head of Planning
Newcastle under Lyme Borough Council Planning Policy Manager
Local Planning Authority Committee Chair & Vice Chair

Staffordshire County Council

Staffordshire County Councillor for Bradwell Porthill and Wolstanton
Staffordshire County Councillor for Newcastle
Staffordshire County Councillor for May Bank and Cross Heath
Staffordshire County Councillor for Newcastle Rural
Staffordshire County Councillor for Kidsgrove
Staffordshire County Council Highways Connectivity
Staffordshire County Council Public Health Lead
Director of Public Health
Staffordshire County Council Portfolio holder for Public Health and Community Safety

Stoke on Trent City Council

Stoke on Trent City Council Highways
Stoke on Trent City Council Planning Policy
Stoke on Trent City Council AQ officer

Business & Community representatives

All households within proposed AQMA boundaries
Newcastle Town Centre Partnership Manager
Newcastle Chamber of Trade
Newcastle Town Centre businesses
Kidsgrove Town centre businesses
Kidsgrove Town Centre Partnership CIC
May Bank, Porthill and Wolstanton Businesses
Wolstanton Residents Association
Staffordshire and Stoke on Trent LEP chair
GP Surgeries within proposed AQMA boundaries
Member of Parliament for Newcastle under Lyme
Member of Parliament for Stoke on Trent North
Kidsgrove Town Council

Transport Operators

Newcastle TAXI association
FIRST PMT
Scragg's Coaches
Baker Bus

Wardle Transport
Stanway's Coaches
Arriva Midlands
Bennett's Travel
GHA Coaches
National Taxi Association
National Private Hire Association
Licensed Taxi Drivers Association

Keele University Vice Chancellor
Highways Agency Asset Manager

Appendix B

Consulation responses received

| Air Quality Management Areas 2014 Consulation - Summary of Responses | | | | | | | | | | | | | |
|---|------------------------------|--------------------------|------------------------|----------------------|-------------------------|-------------------------|------------------------------------|---------------------------------------|------------------------|--------------------------|-----------------|--------------|-----------------------------------|
| ~~ AQMA AREA ~~ | Number of Responses Received | Agree with AQMA Proposal | Disagree with Proposal | Agree with AQMA area | Disagree with AQMA area | Number who made further | ~~ Comments made by Respondents ~~ | | | | | | |
| | | | | | | | Buses to be improved | School start & finish times a problem | Parking to be improved | Traffic lights a problem | M6 is a Problem | Cycle Routes | Other (for detail of comment see) |
| Newcastle Town Centre (N) | 14 | 22 | 0 | 21 | 1 | 16 | 4 | 1 | 4 | 1 | 1 | 4 | 10 |
| Porthill, Wolstanton, Maybank (P) | 8 | 26 | 0 | 26 | 0 | 14 | 5 | 4 | 4 | 3 | 1 | 1 | 19 |
| Liverpool Road, Kidsgrove (K) | 91 | 13 | 0 | 12 | 1 | 13 | 5 | 1 | 5 | 5 | 0 | 1 | 3 |
| Madeley (M) | 3 | 8 | 1 | 8 | 0 | 6 | 3 | 1 | 0 | 0 | 1 | 1 | 2 |
| Total Numbers | 116 | 69 | 1 | 67 | 2 | 49 | 17 | 7 | 13 | 9 | 3 | 7 | 34 |
| Note; Respondents highlighted in this colour advised that they would like the AQMA area to be wider to encompass other problem spots. | | | | | | | | | | | | | |

| AQMA Area | | | | Agree with proposal | Disagree with proposal | Agree with AQMA area | Disagree with AQMA area | Further comments | Buses to be improved | School start & finish times a problem | Parking to be improved | Traffic lights a problem | Cycling route improvement | M6 is a problem | Other | |
|-----------|---|---|---|---------------------|------------------------|----------------------|-------------------------|--|----------------------|---------------------------------------|------------------------|--------------------------|---------------------------|-----------------|-------|---|
| N | P | K | M | | | | | | | | | | | | | |
| | 1 | | | 1 | | 1 | | / | | | | | | | | |
| 1 | | | | 1 | | 1 | | Resident parking needed | | | 1 | | | | | |
| | | | 1 | 1 | | 1 | | Hold ups on motorway affect AQ in Madeley & Betley | | | | | | | 1 | |
| 1 | | | | 1 | | 1 | | HGVs ignoring 3T sign on Friarswood Road. Large number of vehicles on road causing congestion. Restricted zones (residents only areas) | | | | | | | | 1 |
| 1 | | | | 1 | | 1 | | Parents parking on Red Street to drop kids to school, stopping buses getting through and causing frustration. | | 1 | | | | | | |
| | 1 | | | 1 | | 1 | | / | | | | | | | | |
| | | 1 | | 1 | | 1 | | / | | | | | | | | |
| | | | 1 | 1 | | 1 | | / | | | | | | | | |
| 1 | | | | 1 | | 1 | | Improvements to be made to cycle routes and cycling in the town centre. | | | | | 1 | | | |
| 1 | | | | 1 | | 1 | 1 | Wider area to be covered in AQMA. A34 can be very busy, particularly in rush hour when motorway is blocked. Also what effect on soil in my garden. | | | | | | | 1 | |
| 1 | | | | 1 | | 1 | | Parking in Dunkirk is a problem | | | 1 | | | | | |
| 1 | | | | 1 | | 1 | | Speed limit of 20mph for both service roads to Priors Road | | | | | | | | 1 |
| 1 | | | | 1 | | 1 | | / | | | | | | | | |
| 1 | | | | 1 | | 1 | | Bus routes to be improved, especially from Keele to Hanley & Newcastle | 1 | | | | | | | |
| | 1 | | | 1 | | 1 | | / | 1 | | | | | | | |
| | | 1 | | 1 | | 1 | | / | 1 | | | | | | | |
| | | | 1 | 1 | | 1 | | / | 1 | | | | | | | |

| | | | | | | | | | | | | | | | |
|---|---|---|---|--|---|--|---|---|---|---|---|---|---|--|---|
| 1 | | | 1 | | 1 | Include cycling crossing in Pool Dam Street and cycling hazard signs for cars in Pool Dam and Blackfriars Road. | | | | | | | 1 | | |
| 1 | | | 1 | | 1 | Improvement to buses. Clayton bus stop sign is missing, no idea where to get bus from | 1 | | | | | | | | |
| 1 | | | 1 | | 1 | / | | | | | | | | | |
| | 1 | | 1 | | 1 | / | | | | | | | | | |
| | | 1 | 1 | | 1 | / | | | | | | | | | |
| 1 | | | 1 | | 1 | In order to cycle safely there needs to be more continuity with cycle lanes. | | | | | | | 1 | | |
| 1 | | | 1 | | 1 | / | | | | | | | | | |
| 1 | | | 1 | | 1 | Car sharing to be encouraged. Bus routes and times need to be revised as they are not user friendly. | 1 | | | | | | | | 1 |
| 1 | | | 1 | | 1 | Improve the traffic at local schools | | 1 | | | | | | | |
| 1 | | | 1 | | 1 | Watlands View traffic (HGVs) to be looked at. Unable to pass the HGVs & traffic backs up on to the roundabout. | | | 1 | | | | | | 1 |
| 1 | | | 1 | | 1 | / | | | | | | | | | |
| 1 | | | 1 | | 1 | Weight restriction on Porthill Bank. Pedestrian crossing at the bottom of Porthill Bank near to the bus stop. | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | Monitor houses alongside the A500 which have been missed in the AQMA proposal. Monitor Grange Lane if it is to be used as an alternative route. | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | Need to enforce existing parking restrictions particularly in the vicinity of May Bank school. May also be useful to improve the ability to join the A500. Consider a conurbation wide plan as there are several congestion points. Trial free buses on appropriate routes (did this in Manchester). Improve the availability to cycle. Promote walking bus to schools within the area. Consider review of the transport plan to reduce the use of private cars. | 1 | 1 | 1 | 1 | 1 | 1 | | | 1 |
| 1 | | | 1 | | 1 | Traffic around schools in the morning and afternoon is horrendous. Grange Lane lights should be made into a roundabout. Put more effort in getting the kids to walk to and from school. | | | 1 | | | 1 | | | |
| 1 | | | 1 | | 1 | Remove parking bays opposite shops on May Bank High Street, causes a bottle neck when buses pass. | | | | 1 | | | | | |
| 1 | | | 1 | | 1 | High levels of pollution in Lilly Street should be investigated. | | | | | | | | | 1 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|--|---|--|--|---|--|--|---|---|--|--|---|--|---|
| | 1 | | 1 | | | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | | | | | |
| | 1 | | 1 | | 1 | | Grange Lane traffic lights cause a tail back. Traffic light sequence here needs to be changed. | | | | | 1 | | | | | |
| | | 1 | 1 | | 1 | | AQMA area should be extended up to the boundary with Stoke. Buses stopping outside engine running amount of cars on that route, amount of traffic due to Aldi. Cars stopping with engine running going to Chinese takeaway. | 1 | | | 1 | | | | | | |
| | | 1 | 1 | | 1 | | The Avenue bus stop is too close to the junction, it obstructs traffic flow. Traffic calming methods cause the flow of traffic towards Gloucester Road and Galleys Bank estate to find alternative routes which ultimately results in traffic joining the A50 via Heathcote Street and then passing through the AQMA unnecessarily. | 1 | | | | 1 | | | | | |
| | | 1 | 1 | | 1 | | Make the A50 from Tesco to Aldi no parking. Sequence the traffic lights at the junction of The Avenue-A50, and the traffic lights at Aldi better (un-coordinated at the moment). Educate people about vehicle pollution and the consequences of their actions. Effective use of traffic wardens required. Introduce an urban freeway | | | | 1 | 1 | | | | | |
| | | 1 | 1 | | 1 | | Heathcote Street - Make this a no right turn. | | | | | 1 | | | | | |
| | | 1 | 1 | | 1 | | Too many traffic lights causing congestion. Mini roundabouts would keep the traffic flowing. | | | | | 1 | | | | | |
| | | 1 | 1 | | 1 | | Parking on both sides of the road (and bends). People visiting local businesses and park on the road (double yellow lines) to avoid paying car parking charges. Need parking restrictions by the Harecastle Hotel. | | | | 1 | | | | | | |
| | | 1 | 1 | | 1 | | Parking along Liverpool Road. Traffic wardens needed. No-one is paying any attention to the double yellow lines. | | | | 1 | | | | | | |
| | 1 | | 1 | | 1 | | Also HGVs using Milehouse Lane, Alexander Road, Church Lane, Grange Lane for M6 access throughout the day. | | | | | | | | 1 | | |
| 1 | | | 1 | | 1 | | Anything that will improve the quality of the air is a good thing | | | | | | | | | | 1 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|--|---|--|---|--|--|---|---|---|--|---|---|
| | | 1 | | 1 | | 1 | A ring road around Kidsgrove should be considered as it would ease traffic congestion on the busy main road. | | | | | | | | 1 | |
| 1 | 1 | 1 | 1 | 1 | | 1 | Continued process of monitoring and awareness raising about the impact of poor air quality on health. Design of lower emission transport into strategic planning. Adoption of a local transport strategy so that all planning applications and investment policies should include environmental appraisal specific to preventing a breach of AQ standards. Reversal of the policy in respect of bus deregulation in areas outside of London, and a return to bus partnerships. Regular publication of local AQ standards and statistics highlighting the impact on health. Involve Keele uni to conduct medical studies of local people re exposure to local air quality and health effects. Hold workshops on the results of such experiments. Consideration of a low emission zone. Borough Local Plan and Staffordshire Spatial Strategy to set out implications for air quality in each policy. | 1 | | | | | 1 | | | 1 |
| | 1 | | | 1 | | 1 | Side Streets to be included in monitoring. Palmerson Street is very bad at all times of the day. Lots of traffic throughout the day. | | | | 1 | | | | | 1 |
| 1 | | | | 1 | | | The whole of teh City of S-O-T has been declared an AQMA for exceedance of the UK air quality NO2 objectives. The main source of NO2 exceedances in S-O-T, asit is in Newcastle-under-Lyme, is road transport. Traffic management will be fundamental to improving qir qualityin both the city and the borough. The A34, A52 and A53 form three of the main routes between the city and the borough. We agree that the Newcastle AQMA should extend to teh boundary of S-O-T on teh A53 (Etruria Road). We would like to make the following recommendations for Newcastle AQMA: (1) That the AQMA should be extended to the boundary of Stoke-on-Trent A34 (London Road). (2) That the AQMA should be extended to the boundary of Stoke-on-Trent A52 (George Street) and iclude Borough road and Albert Street. (3) That consideration is given when defining the boundary at the A53 and that the possible inhibition of pollutant dispersal caused by overhanging trees on both the Newcastle and Stoke side of the A53 and the cutting between Basford park Road and the A500(T) at this location is taken into consideration. We believe that the suggestions above would enable a more holistic approach to traffic management and pollutant dispersal for the two local authority areas. | | | | | | | | | 1 |
| 1 | | | | 1 | | 1 | The Pedestrian crossing near to roundabout with A34 and Knutton Lane, causes traffic to back up on the roundabout with exhaust fumes | | | | | 1 | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|--|--|---|--|--|---|--|---|---|--|--|---|--|--|--|---|---|---|
| 1 | | | 1 | | | 1 | I would like to urge the replacement of the trees outside the swimming baths on Brunswick Street and would recommend any additional street planting in the town centre area and especially along Barracks Road. I have seen schemes in the London Borough where they have planted Silver Birch, shallow rooted trees in containers along the street which significantly reduce the dust and pollution levels. Personally I would like this to happen wherever possible. Also plant more trees in car park to offer shade | | | | | | | | | 1 | | |
| 1 | | | 1 | | | 1 | The modelling confirms the risk to the residents down-wind of the London Road area. I suggest that local byelaws be implemented to make it illegal to allow a vehicle's engine to run once the vehicle has been stationary for more than 30 seconds. In effect you want to train drivers to react in the same way as the latest stop/start technology on vehicle. Another idea might be to restrict vehicles paying more than £30 per annum road fund licence from using the AQMA. The twin weekday traffic peaks of morning and late afternoon could be modified by encouraging schools and businesses to stagger start and finish times. This would also benefit effect on traffic queuing. | 1 | 1 | | | | | | | | 1 | |
| 1 | | | 1 | | | 1 | I believe there is excellent public transport (buses) provision in the AQMA. To reduce vehicular traffic in High Street, Wolstanton, and Church Lane, I would propose removing the roundabout at the top of Porthill Bank and making the priority route from Bradwell turn left down Porthill Bank. I propose a similar change by removing Grange Lane traffic lights and making the through route from Newcastle turn right at that point, down to the A500. I would impose weight restrictions (except for buses) and a 20 mph speed limit throughout the Church Lane/High Street road between those two points. I have no specific proposals for the extreme ends of the proposed AQMA. | | | | | 1 | | | | | | |
| 1 | | | 1 | | | 1 | With regard to the proposed route for the Air quality management area I'm expressing my concerns, I'd like to add more areas which should be included and include A photo of just one of the HGV's which regularly travel along routes throughout Wolstanton. 1, Grange lane and church lane this route which runs past infant schools and with the expected increase in traffic from the new Marks and Spencer's store going from the predictions from managers they are expecting 150 a day throughout the week and 300+ what happens if we have an incident along the A500 were does all this extra traffic go I've lived in Wolstanton since 1995 and I've seen first-hand what the opening of Grange lane has done to the Village every morning from 8am to 10am and from 3pm to 6:30pm church lane and Grange lane become grid locked. I'm sure the air quality around this area is well above the limits of control. 2, Silverdale road and Dimsdale Parade East should also be included due the narrowness and the increase number of HGV's which use the two roads in particular I get regular complaints from a number of residents who have expressed concerns that the HGV's travel past Wolstanton High school and then travel along streets which have properties very close to the road. 3, Wolseley road again this is a narrow road and the amount of traffic from Watlands view using this road to gain access to Hassam Parade then on to Upper Mile house lane. If you are able to come and have a look first hand at the amount of HGV's using Wolstanton next Monday or Tuesday morning it would be much appreciated regards Dave. | | | | | | | | | | | 1 |

| | | | | | | | | | | | | | | |
|---|--|---|---|--|---|--|--|--|--|--|---|--|--|---|
| 1 | | | 1 | | 1 | /// | | | | | | | | |
| 1 | | | 1 | | 1 | /// | | | | | | | | |
| 1 | | | 1 | | 1 | Make Watlands View a one way street and stop HGV wagons using it | | | | | | | | 1 |
| | | 1 | 1 | | 1 | I am very pleased that you are going to do something about the pollution in my area having suffered with chest problems ever since I have lived here. I have to use inhalers all the time. | | | | | | | | |
| 1 | | | 1 | | 1 | /// | | | | | | | | |
| 1 | | | 1 | | 1 | larger areas of the highway network that form part of the problem with respect to vehicle movements in the town centre. In particular it would make sense if the A52 as included up to the SoT boundary, along with Borough Road and the Gyratory of Doom (there is significant standing traffic / accelerating and braking which will adversely impact on local AQ and background pollutant levels). Other areas that should also be included are Blackfriars Road, Pool Dam and a stretch of Higherland. And Brook Lane and Friarswood Road. Comments: The quality of the consultation was poor. The layout, presentation and proof reading of the leaflets was substandard (love the drainpipes - i mean diffusion tubes). This consultation was almost impossible to find on the website, and until yesterday there was a typo so 'Newcastle Town Centre' was replaced by Kidsgrove Town Centre. The spaces left for comment were way too small to add anything meaningful. I look forward to positive changes as a result, i suspect that without looking at the rerouting of buses (why oh why do they go through town i have no idea) and the wholesale rerouting of traffic around the Town Centre not that much can be achieved in the short or medium term. | | | | | 1 | | | 1 |
| 1 | | | 1 | | 1 | I agree with the proposal. I do not agree with the extent, because I think that the area should be extended to include the crematorium. Comments: There is a busy crematorium nearby and I think that the earmarked area should be extended to include the crematorium not just because of the pollution generated by the crematorium but by the vehicles using this facility on a daily basis. | | | | | | | | 1 |
| 1 | | | 1 | | 1 | I agree with the proposal. I agree with the extent. Comments. Pollution could be reduced if the speed limit from Porthill roundabout until the top of Asda bank was reduced to 20mph. There are schools along this busy road so this would also protect young children. | | | | | 1 | | | 1 |

| | | | | | | | | | | | | | | |
|---|--|---|---|---|---|--|---|--|---|---|--|--|--|---|
| | | | 1 | 1 | 1 | This is very worrying as we have 2 small children aged 4yrs and 6yrs. We have also noticed that we have all been suffering from a lot more colds/ flu's this year compared to normal. Is this going to affect us long term. | | | | | | | | |
| 1 | | | | 1 | 1 | To be advised of the plan of action when formulated | | | | | | | | |
| 1 | | | | 1 | 1 | From 07:10 my street (Albert Street) becomes a car park. It is used excessively in the morning and from 4:30pm until 6:30 in the evening and I'm concerned as to the noise and pollution. P.S. I would have expected a pre-paid envelope in which to send this response. | | | 1 | | | | | |
| 1 | | | | 1 | 1 | /// | | | | | | | | |
| 1 | | | | | 1 | 1 | The A53 between Newcastle and Etruria roundabout should be a dual carriageway | | | | | | | 1 |
| 1 | | | | 1 | 1 | /// | | | | | | | | |
| | | 1 | | 1 | 1 | Traffic on Kildgrove Bank is bad | | | 1 | 1 | | | | |
| 1 | | | | 1 | 1 | As King Street is a very busy road and in close proximity to the D road (Etruria), I feel that pedestrians walking into town are more at risk of the effects of this pollution. | | | | | | | | 1 |
| 1 | | | | 1 | 1 | As a business we would not welcome any restrictions on customer or staff parking | | | | | | | | 1 |
| 1 | | | | 1 | 1 | The ridiculous poor quality and age of buses on this route must surely add exponentially to the air quality problem. Currently a huge quantity of old, dilapidated double decker buses are used. One went past yesterday that was R reg with 8 people on - how is this environmentally friendly? Mini links used to be run but these seem to have all disappeared? Surely by running a newer fleet the cost of buying them would soon be made up by the reduced cost of fuel + the environmental benefits would be felt. The same old problem of HGVs cutting through from the A500 to the A34 is still an issue. This kind of traffic should not be allowed on this road. | | | | | | | | 1 |

| | | | | | | | | | | | | | | | |
|---|--|--|---|--|---|--|--|--|--|---|--|--|--|--|---|
| | | | | | | Although I have stated that I wish to comment about Porthill, May Bank and Wolstanton - I had only one choice - my comments apply to all areas. The extra pollution caused in the town stems from the ring road and the bus station. The standard of the buses running in and out of the area must be one of the biggest culprits of this pollution. I have regularly had the misfortune to follow buses up the Brampton - heading for Burslem, Tunstall, Ball Green, Kidsgrove, Smallthorne etc., etc. that bellow out dense black diesel fumes, and they run up and down these routes, day in and day out. Add to that the general traffic using the same routes and you can't fail to realise why the areas are polluted. Multiplying the problems in the May Bank area is the traffic lights that have been reconfigured to allow traffic to pass individually from Basford Park Road and Alexandra Road, when the main road go together, as the others should. This change has resulted in traffic being stationary in the Marsh/May Bank High Street area for much longer, resulting in higher levels of pollution. When traffic is pushed to single main through routes, one way systems and other preferred routes, it's patently obvious that higher levels of pollution will occur. There's no getting away from it and as far as I can see, very little that can be done to alleviate it with the current systems in place. | | | | | | | | | |
| 1 | | | 1 | | 1 | | | | | 1 | | | | | |
| | | | | | | I refer to the Councils proposals to sell land on the corner of the Brampton / Sandy Lane for the purpose of domestic dwellings. Surely the removal of circa 30 off trees and a further increase in local traffic will only add to the current air quality issue. By virtue of nature trees absorb carbon dioxide and give out oxygen. Any development of the primary open space referred to above is in total contradiction of declaring the area as an Air Quality Management Area (AQMA). Surely Newcastle U Lyme as far more open space sites for development and new house build which will not have the same impact - My guess is however that the Brampton site provides a very lucrative Council sale potential as a primary area which appears to be the driver behind the plans to sell. | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | | | | | | | | | | |
| 1 | | | 1 | | 1 | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| 1 | | | 1 | | 1 | Make Watlands View a one-way street, and stop HGV wagons using it. | | | | | | | | | |
| 1 | | | 1 | | 1 | | | | | | | | | | |
| | | | | | | Trees in the area of sandy lane roundabout help improve the air quality naturally. Development on Sandy Lane parkland is being explored by the borough council. This will inevitably mean the removal of trees which will further impact on air quality in that and the may bank area. | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | | | | | | | | | | |
| | | | | | | Allowing parkland at sandy lane roundabout to be sold for development will mean trees will be removed - they naturally improve air quality in the surrounding area (Newcastle, Basford and May Bank). Help stop air quality deteriorating by not allowing development on Sandy Lane parkland. | | | | | | | | | 1 |

| | | | | | | | | | | | | | | |
|---|--|--|---|---|---|--|--|--|--|--|--|--|--|---|
| 1 | | | 1 | 1 | I read an article in the Sentinel about the need to improve the air quality in the Newcastle area. The borough council has been spending their limited budget on this which is a good thing as air quality is needed everywhere and is a big problem as there are so many cars on the road. The only objection I have is the same council has plans all over Newcastle to turn green belt land into housing developments. This produces a lot of pollution in itself. In particular the site in Sandy Lane where at least 20 established trees that get rid of pollution would have to be cut down. Also the site would bring many more cars to a very already busy road there has been many car accidents already, one ended with someone being killed Therefore I see it as a contradiction when the council is acting this way by causing more pollution. | | | | | | | | | 1 |
| 1 | | | 1 | 1 | As a resident along Sandy Lane and Principal of Sandy Lane Kindergarten, I write on behalf of myself, parents and children. As we are located directly opposite to the field of green land, I feel it my duty to voice my strong objections in response to your proposals. My main objection is the extra volume of traffic 8 or 9 extra houses would attract (with an average of 2 cars per household) to the already horrendously busy road which vehicles use as a short cut from Newcastle to Stoke or Hanley. As the proposed area is on a dangerous, sharp bend, I feel it would jeopardise crossing Sandy Lane even further. Many parents who live nearby feel it too dangerous to walk with the present conditions as cars travel far too quickly, in excess of 30 miles per hour. The added volume of traffic would also have a negative impact on the environment, causing extra pollution to a green belt area. Additionally, the children have great pleasure using the field, learning an early appreciation of nature, delighting in walks and trails throughout the seasons. Likewise, people use this area for leisurely walking their dogs, bringing the local community together. I trust you will take the above points into consideration and that you visit the site, particularly at peak times to experience this hazardous area first hand. | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | | | | | | | | | |
| 1 | | | 1 | 1 | | | | | | | | | | |
| 1 | | | 1 | 1 | Yes these areas are traffic 'heavy' King St to Etruria and Albert Street is very 'busy' particularly morning and tea-time (school runs, work) and road works, accidents, traffic is diverted via Albert St. Trees, greenery takes our toxins away, but they cannot take place for main roads causing obscurity to drivers. | | | | | | | | | 1 |
| 1 | | | 1 | 1 | I am concerned about the HGVs and the air quality. Please keep me informed. | | | | | | | | | 1 |
| 1 | | | 1 | 1 | How does the proposed AQMA areas align with proposals of neighbouring local authorities, in this area, Stoke City Council? | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | | | | | | | | | |
| 1 | | | 1 | 1 | Improve traffic flow at busy times. Reconsider traffic control system both this side and across the Stoke border | | | | | | | | | 1 |

| | | | | | | | | | |
|---|-----------------------------------|---|---|--|--|---|--|---|--|
| Ian Beech | Sandy Lane, ST5 0LX | | 1 | | | 1 | | 1 | I refer to the Councils proposals to sell land on the corner of the Brampton / Sandy Lane for the purpose of domestic dwellings. Surely the removal of circa 30 off trees and a further increase in local traffic will only add to the current air quality issue. By virtue of nature trees absorb carbon dioxide and give out oxygen. Any development of the primary open space referred to above is in total contradiction of declaring the area as an Air Quality Management Area (AQMA). Surely Newcastle U Lyme as far more open space sites for development and new house build which will not have the same impact - My guess is however that the Brampton site provides a very lucrative Council sale potential as a primary area which appears to be the driver behind the plans to sell. This potential contradiction is one of many reasons to leave the site open and green! |
| Anon | Anon | | 1 | | | 1 | | 1 | |
| Anon | Anon | | 1 | | | 1 | | 1 | |
| Anon | Anon | | 1 | | | 1 | | 1 | Make Watlands View a one-way street, and stop HGV wagons using it. |
| Anon | Anon | | 1 | | | 1 | | 1 | |
| Anon | Anon | | 1 | | | 1 | | 1 | Trees in the area of sandy lane roundabout help improve the air quality naturally. Development on Sandy Lane parkland is being explored by the borough council. This will inevitably mean the removal of trees which will further impact on air quality in that and the may bank area. |
| Anon | Anon | 1 | | | | 1 | | 1 | Allowing parkland at sandy lane roundabout to be sold for development will mean trees will be removed - they naturally improve air quality in the surrounding area (Newcastle, Basford and May Bank). Help stop air quality deteriorating by not allowing development on Sandy Lane parkland. |
| Mrs Natalie Title | Sandy Lane, Newcastle | 1 | | | | 1 | | 1 | I read an article in the Sentinel about the need to improve the air quality in the Newcastle area. The borough council has been spending their limited budget on this which is a good thing as air quality is needed everywhere and is a big problem as there are so many cars on the road. The only objection I have is the same council has plans all over Newcastle to turn green belt land into housing developments. This produces a lot of pollution in itself. In particular the site in Sandy Lane where at least 20 established trees that get rid of pollution would have to be cut down. Also the site would bring many more cars to a very already busy road there has been many car accidents already, one ended with someone being killed Therefore I see it as a contradiction when the council is acting this way by causing more pollution. |
| Caroline Keats, Sandy Lane Kindergarten | Sandy Lane, Newcastle, ST5 0LZ | 1 | | | | 1 | | 1 | As a resident along Sandy Lane and Principal of Sandy Lane Kindergarten, I write on behalf of myself, parents and children. As we are located directly opposite to the field of green land, I feel it my duty to voice my strong objections in response to your proposals. My main objection is the extra volume of traffic 8 or 9 extra houses would attract (with an average of 2 cars per household) to the already horrendously busy road which vehicles use as a short cut from Newcastle to Stoke or hanley. As the proposed area is on a dangerous, sharp bend, I feel it would jeopardise crossing Sandy lane even further. Many parents who live nearby feel it too dangerous to walk with the present conditions as cars travel far too quickly, in excess of 30 miles per hour. The added volume of traffic would also have a negative impact on the environment, causing extra pollution to a green belt area. Additionally, the children have great pleasure using the field, learning an early appreciation of nature, delighting in walks and trails throughout the seasons. Likewise, people use this area for leisurely walking their dogs, bringing the local community together. I trust you will take the above points into consideration and that you visit the sight, particularly at peak times to experience this hazardous area first hand. |
| Anon | Anon | 1 | | | | 1 | | 1 | |
| M Canavan | King Street, ST5 1JB | 1 | | | | 1 | | 1 | |
| S. Worthington | Albert Street, Newcastle, ST5 1JR | 1 | | | | 1 | | 1 | Yes these areas are traffic 'heavy' King St to Etruria and Albert Street is very 'busy' particularly morning and tea-time (school runs, work) and road works, accidents, traffic is diverted via Albert St. Trees, greenery takes our toxins away, but they cannot take place for main roads causing obscurity to drivers. |
| Eamonn Malkin | Brunswick Street, | 1 | | | | 1 | | 1 | I am concerned about the HGVs and the air quality. Please keep me informed. |
| D:\moderngov\Data\Agen | Albert Street, Newcastle, ST5 1JR | | | | | | | | How does the proposed AQMA areas align with proposals of neighbouring local authorities, in this area, Stoke City Council? |
| Kenneth Nevin | Miller Street, Newcastle, ST5 | 1 | | | | 1 | | 1 | |

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| | | | | | | | | |
|-----------------|--|---|--|--|--|---|---|--|
| Robin Wiles | Albert Street, Newcastle, ST5 1JP | 1 | | | | 1 | 1 | How does the proposed AQMA areas align with proposals of neighbouring local authorities, in this area, Stoke City Council? |
| Kenneth Nevin | Miller Street, Newcastle, ST5 | 1 | | | | 1 | 1 | |
| Anon | Anon | 1 | | | | 1 | 1 | Improve traffic flow at busy times. Reconsider traffic control system both this side and across the stoke border |
| Anon | Anon | 1 | | | | 1 | 1 | Not sure depends on action plan decided. We would be interested to see what the Council finally suggest to improve the air quality in the areas on the enclosed map. According to various items of research conducted on the internet, it appears the conclusion reached is that trees improve our air quality and are beneficial to assist in the elimination of Nitrogen Dioxide, Carbon Monoxide and Sulphur Dioxide emissions. if this is true, then we would suggest that there is strong evidence to ensure the preservation of trees within the areas suggested and develop a constructive plan to plant more. As a resident of Sandy Lane - and the person who has completed this form so my comments do not reflect those of the Company - in light of the information above, it seems a misguided decision to sell off the land at the end of the lane - which contains an abundance of trees - to build more houses, create more traffic and ultimately make the air quality worse. We would be interested to see what the Council finally suggest to improve the air quality in the areas on the enclosed map. According to various items of research conducted on the internet, it appears the conclusion reached is that trees improve our air quality and are beneficial to assist in the elimination of Nitrogen Dioxide, Carbon Monoxide and Sulphur Dioxide emissions. if this is true, then we would suggest that there is strong evidence to ensure the preservation of trees within the areas suggested and develop a constructive plan to plant more. As a resident of Sandy Lane - and the person who has completed this form so my comments do not reflect those of the Company - in light of the information above, it seems a misguided decision to sell off the land at the end of the lane - which contains an abundance of trees - to build more houses, create more traffic and ultimately make the air quality worse. |
| ve & Alison Rea | Etruria Road, Basford, Newcastle Under Lyme | 1 | | | | 1 | 1 | 1) Increase the time on the traffic lights going onto the A500 Roundabout (only 2-3 cars go through at one time). 2) Extend the road after the Basford traffic lights making another lane to take up some of the traffic or maybe a bus lane. 3) Stop large lorries using the Etruria Road. 4) Can some traffic go down Old Stoke Road onto the A500, better sign posting offering this option. 5) Traffic Wardens giving out fines on Etruria Road for cars, vans, taxies etc parked on yellow lines, stopping or slowing down traffic causing problems. 6) Better traffic lights on the Basford Bank - let you go left more often. |

APPENDIX C

Proposed Air Quality Management Order Number 1 - Kidsgrove



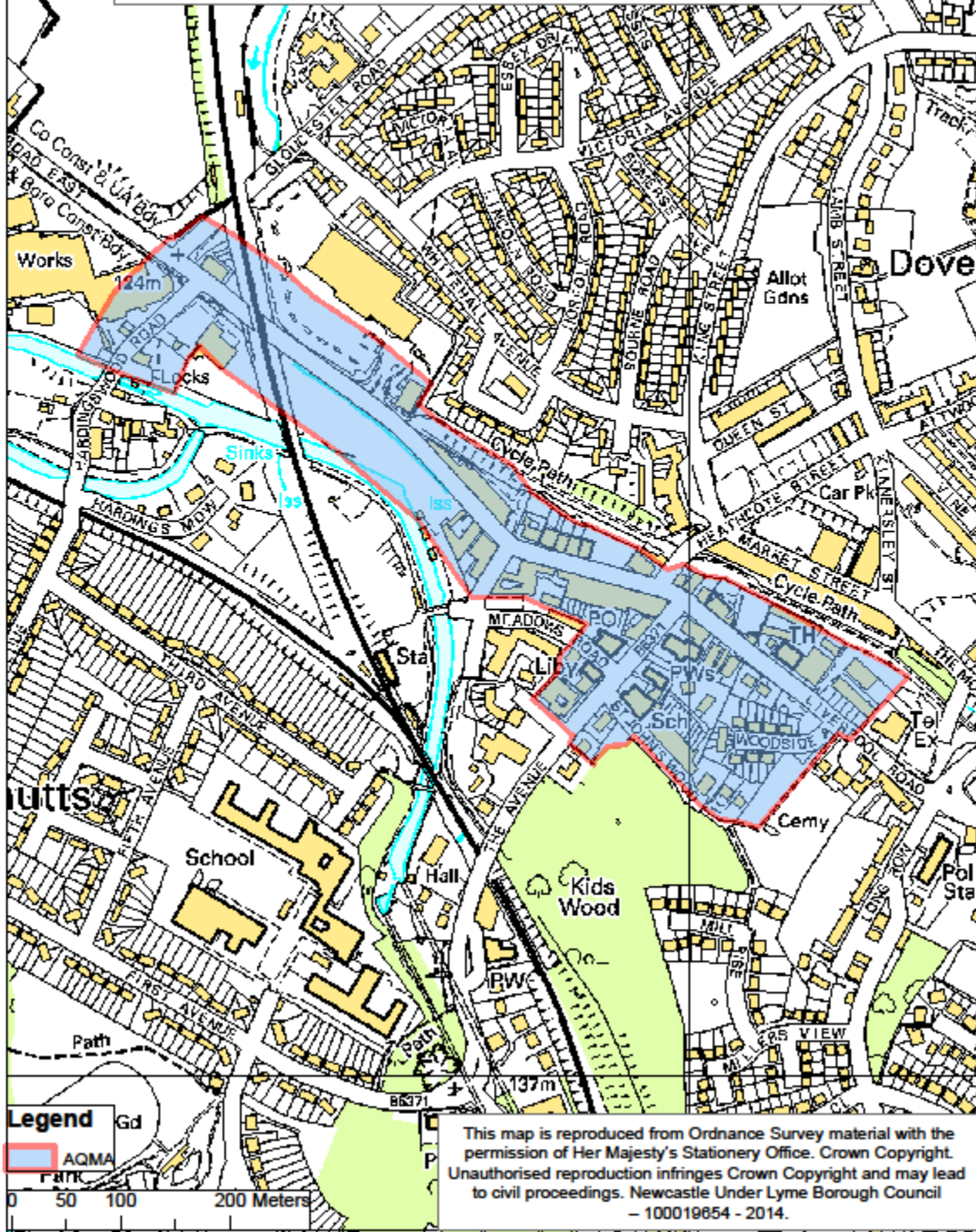
Environment Act 1995 Part IV Section 83(1)
Newcastle under Lyme Borough Council
Air Quality Management Order Number 1 - Kidsgrove

1. Newcastle under Lyme Borough Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.
2. This Order may be cited/referred to as the Newcastle under Lyme Borough Council Air Quality Management Area Order Number 1 - Kidsgrove and shall come into effect on 15th January 2015.
3. The area shown on the attached map in red is to be designated as an air quality management area. This Area is designated in relation to a breach of the nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000.
4. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Newcastle under Lyme Borough Council was hereto affixed on _____ and signed on behalf of the said Council.

Authorised Signatory

Environment Act 1995 Part IV Section 83(1)
 Newcastle under Lyme Borough Council
 Air Quality Management Area Number 1
 Kidsgrove



APPENDIX D

Proposed Air Quality Management Order Number 2 – Newcastle-under-Lyme



Environment Act 1995 Part IV Section 83(1)
Newcastle under Lyme Borough Council
Air Quality Management Order Number 2 – Newcastle-under-Lyme

Newcastle under Lyme Borough Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

1. This Order may be cited/referred to as the Newcastle under Lyme Borough Council Air Quality Management Area Order Number 2 – Newcastle under Lyme and shall come into effect on 15th January 2015.

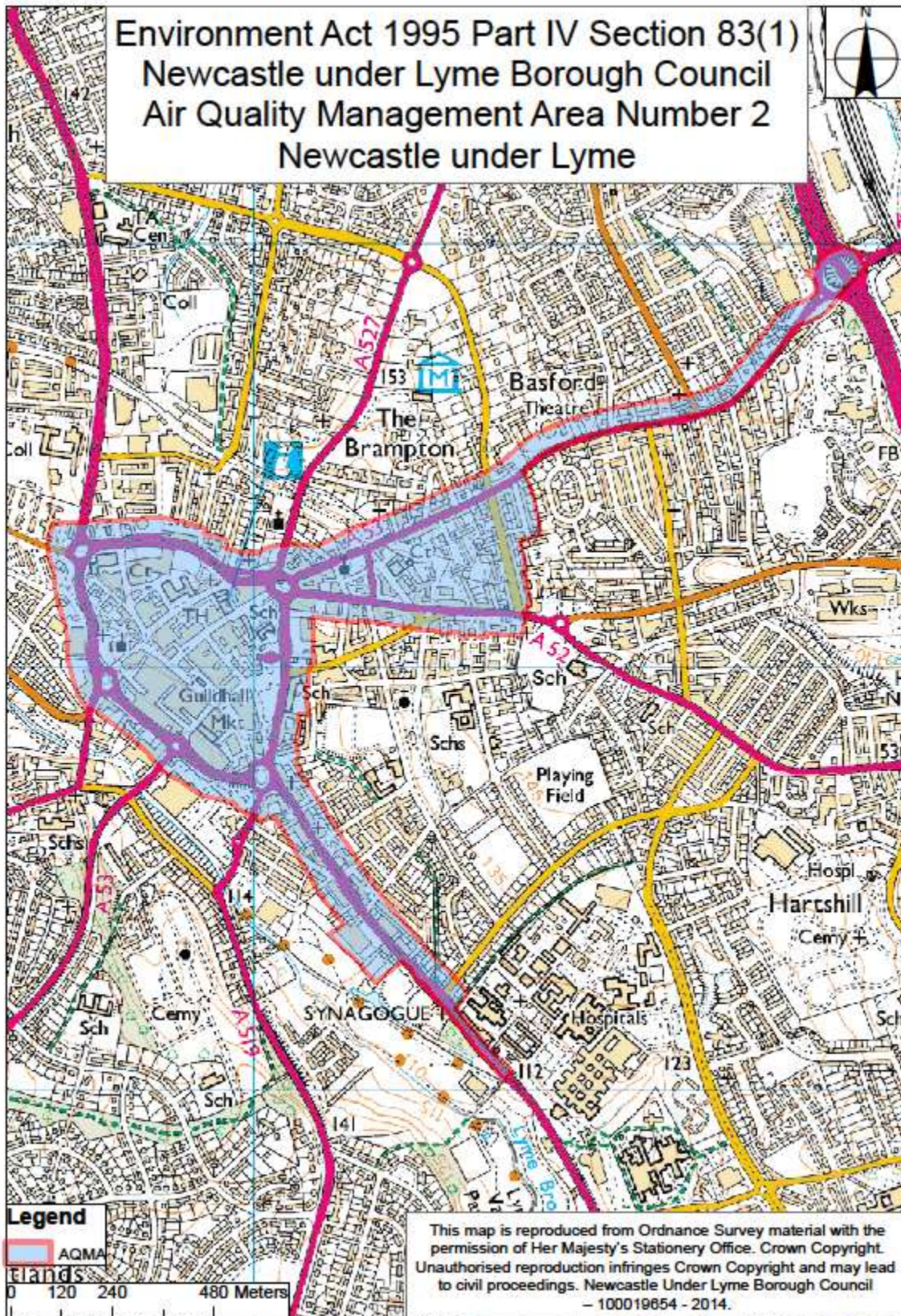
2. The area shown on the attached map in red is to be designated as an air quality management area. This Area is designated in relation to a breach of the nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000

3. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Newcastle under Lyme Borough Council was hereto affixed on _____ and signed on behalf of said Council.

Authorised Signatory

Environment Act 1995 Part IV Section 83(1)
Newcastle under Lyme Borough Council
Air Quality Management Area Number 2
Newcastle under Lyme



Appendix E

Proposed Air Quality Management Order Number 3 – Maybank, Wolstanton and Porthill



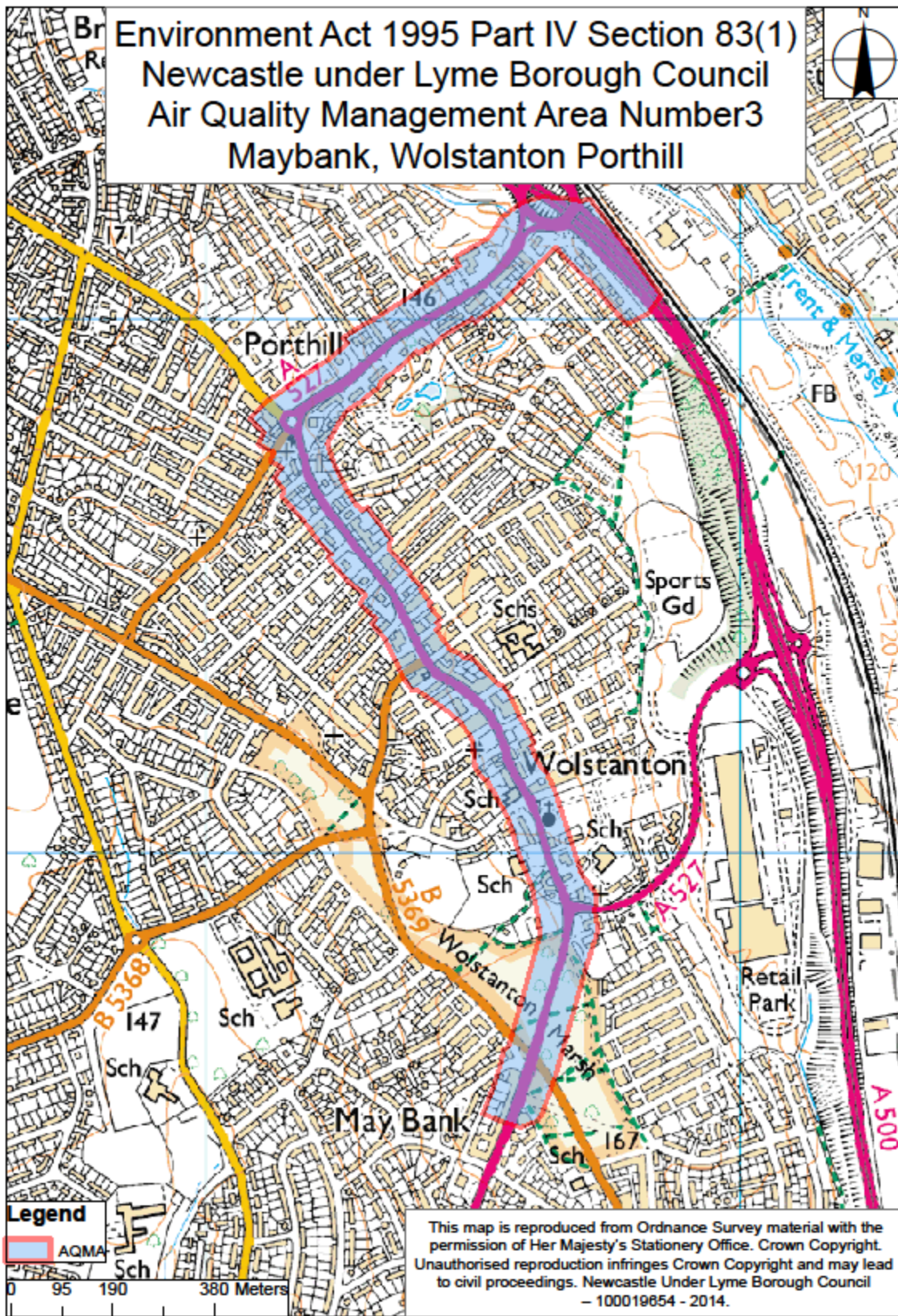
Environment Act 1995 Part IV Section 83(1)
Newcastle under Lyme Borough Council
Air Quality Management Order Number 3 – Maybank, Wolstanton and Porthill

Newcastle under Lyme Borough Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

1. This Order may be cited/referred to as the Newcastle under Lyme Borough Council Air Quality Management Area Order Number 3 – Maybank, Wolstanton and Porthill and shall come into effect on 15th January 2015.
2. The area shown on the attached map in red is to be designated as an air quality management area. This Area is designated in relation to a breach of the nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000
3. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Newcastle under Lyme Borough Council was hereto affixed on _____ and signed on behalf of said Council.

Authorised Signatory



Appendix F

Proposed Air Quality Management Order Number 4 – Little Madeley



Environment Act 1995 Part IV Section 83(1)
Newcastle under Lyme Borough Council
Air Quality Management Order Number 4 – Little Madeley

Newcastle under Lyme Borough Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

1. This Order may be cited/referred to as the Newcastle under Lyme Borough Council Air Quality Management Area Number 4 – Little Madeley and shall come into effect on 15th January 2015.

2. The area shown on the attached map in red is to be designated as an air quality management area. This Area is designated in relation to a breach of the nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000

3. This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Newcastle under Lyme Borough Council was hereto affixed on _____ and signed on behalf of said Council.

Authorised Signatory

