

Report

Cabinet Member for Licensing & Regulation

Part 1

Date: 22 January 2018

Item: 01

Subject **Air Quality Review and Assessment
Air Quality Management Areas**

Purpose To ensure that Air Quality Management Areas in Newport reflect recent monitoring in compliance with the Council's statutory duty under Part IV of the Environment Act 1995.

Author Senior Scientific Officer

Ward Allt-yr-Yn Ward, Beechwood Ward, Caerleon Ward, Graig Ward, Malpas Ward, Pillgwenlly Ward, Rogerstone Ward, Shaftsbury Ward, Stow Hill Ward, St Julian's Ward & Victoria Ward.

Summary To approve a number of changes to existing Air Quality Management Areas and the declaring of a number of new Areas, to comply with the Council's statutory air quality duties under Part IV of the Environment Act 1995.

Proposal **That the proposed changes to existing Air Quality Management Areas, and the declaration of new areas, be approved to allow the Head of Law & Regulation to make the necessary Orders under the Part IV Environment Act 1995.**

Action by Head of Law & Regulation

Timetable Immediate

This report was prepared after consultation with:

- Regulatory Services Manager (Environment & Community)
- Head of Law & Regulation
- Head of Finance
- Head of People & Business Change

Signed

Background

1. Part IV of the Environment Act 1995 places a duty on all Local Authorities to monitor air quality within the district. This involves the consideration of present and future air quality to comply with the provisions of the Air Quality Standards (Wales) Regulations 2010 and the Well Being Future Generations (Wales) Act 2015: Objective 4 - Levels of Nitrogen Dioxide in the Air.
2. Poor air quality with respect to Nitrogen Dioxide has been linked to cardiovascular disease, asthma, bronchitis, kidney disease and cancers. Public Health Wales suggests 1,108 premature deaths in Wales are caused by high levels of Nitrogen Dioxide. The higher proportion of which are in areas of high traffic and population densities such as the city environment.
3. Where air quality is unlikely to meet the objectives, as prescribed in the Air Quality Regulations, an Air Quality Management Area (AQMA) must be declared (Section 83(1) of the Environment Act 1995).
4. To date, nine AQMAs have been declared in Newport. All nine AQMAs were declared for breaching the air quality objective for Nitrogen Dioxide ($40\mu\text{g}/\text{m}^3$ per year). As with the majority of the UK, the source of the pollution has been attributed to road traffic emissions.
5. Once an AQMA has been declared an Action Plan must be produced within 18 months to tackle the exceedance. Each year an annual report must be submitted to Welsh Government which provides an update on air quality monitoring results and progress with complying with the action plan.
6. The current Newport City Council Air Quality Action Plan is in the process of being reviewed and updated, a draft of which will follow in due course. The updated Action Plan will reflect any change to the AQMAs that have been approved following this report.
7. The Air Quality Action Plan is structured around AQMAs. Therefore, once Newport City Council has agreed the number and extent of AQMAs within the district, the final draft of the action plan can be finalised.

AQMA rationale

8. AQMAs are used to highlight an area of air quality concern to various internal and external stake holders, including local residents, the general public, developers, public bodies, freight operators, bus operators etc.
9. Poor air quality is defined by an exceedance of the air quality objective at the façade of a residential property, school, care home or hospital (known as relevant receptors). Other types of buildings such as offices are not considered sensitive receptors; as such they are not monitored, nor do they form the focal points of AQMAs.
10. The Air Quality Technical Guidance 2016 (AQTG16) states the AQMA boundary must encompass all known and predicted areas of exceedance where there is relevant exposure. It also recommends the boundary is larger than the area of technical exceedance using easily understood geographical markers.
11. Some local authorities have chosen to designate wider areas of the district as an AQMA, such as a whole ward or even the whole district. On the reverse, other local authorities have designated individual houses.

Proposed NEW AQMAs

A – High Cross AQMA

12. Two residential properties that border the M4 at junction 27 (known as High Cross Junction) have been identified as being in an area where the air quality objective of 40ug/m³ Nitrogen Dioxide is being exceeded (or is highly likely to be exceeded).
13. Appendix A provides a summary of the annual air quality results. As shown properties 69 and 67 Glasllwch Crescent (B4591) are close to or above the air quality objective. Properties 62 and 64 are below the air quality objective and considered unlikely to exceed.
14. The preferred boundary is provided in Appendix A for your consideration. It is recommended a single AQMA is declared that incorporates the areas of exceedances and is defined by the geographical markers.
15. If you agree to the proposed AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
16. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Designating High Cross as an AQMA will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Highlighting the issue will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Designating High Cross as an AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Designating High Cross as an AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Designating High Cross as an AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

B – Cefn Road

17. Cefn Road comprises of a row of terrace houses in close proximity to the roadside. This is flanked on the other side by a high embankment/wall which forms the border with the canal. Cefn Road forms part of the route from the High Cross M4 junction and Pye Corner. A combination of environmental factors forms a street canyon that traps road traffic emissions from high volumes of traffic.
18. Monitoring along Cefn Road began in 2016 and has recorded a reading of 39.9ug/m³, just below the objective. Within the margin of error it is considered Cefn Road will exceed the objective level of 40ug/m³. To ensure this area is taken into account within the forthcoming Air Quality Action Plan, it is recommended the Cefn Road is declared as an AQMA. Appendix B provides the full monitoring data and proposed AQMA boundary for your consideration.
19. If you agree to the proposed AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
20. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Designating this AQMA will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Highlighting the issue will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Designating this AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Designating this AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Designating this AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

C – Caerphilly Road

21. Caerphilly Road (A468) forms the main route through Bassaleg and out to Machen and Caerphilly, and carries a high volume of traffic. From the roundabout with Forge Road to Rhiwderin the road is flanked by residential properties. The properties at the west and east of this section of road are in close proximity to the road. Data from the Department for Transport indicates that HGVs make up 4% of the traffic composition, compared to a ~2% average across the city.
22. Monitoring along Caerphilly Road began in 2016. The highest result at this location for 2016 was recorded at 51.0ug/m³, this is significantly above the 40ug/m³ limit. To ensure this area is taken into account within the forthcoming Air Quality Action Plan, it is recommended Caerphilly Road is declared as an AQMA. A full set of monitoring data and the proposed AQMA boundary is provided in Appendix C for your consideration.
23. If you agree to the proposed AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
24. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Designating Caerphilly Road as an AQMA will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Designating Caerphilly Road as an AQMA will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Designating Caerphilly Road as an AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Designating Caerphilly Road as an AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Designating Caerphilly Road as an AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

D – George Street

25. George Street (B4237) forms one of the east-west routes through the centre of the city which includes the George Street Bridge. On the western side of the river, a series of terrace houses are in close proximity to the dual carriageway. This is frequently congested with standing traffic,

partly due to the traffic lights that form the Usk Way/George Street junction and the Commercial Road/George Street Junction.

26. Monitoring along George Street has indicated a persistently high level of air pollution. Additional monitoring points were added in 2015 and 2017. The results indicate an exceedance of the air quality objective. Given the consistently high readings and lack of any downward trend it is recommended an AQMA is declared for this area. Appendix D provides a full set of monitoring data and the proposed AQMA boundary for your consideration.
27. If you agree to the proposed AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
28. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Designating George Street as an AQMA will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Designating George Street as an AQMA will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Designating George Street as an AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Designating George Street as an AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Designating George Street as an AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

E – Revocation of an existing AQMA - Malpas Road (North)

29. Malpas Road (North) (aka Malpas Road Graig Park Avenue) was identified in 2004 as breaching the air quality objective for Nitrogen Dioxide ($40\mu\text{g}/\text{m}^3$ per year). The source of the pollution was identified as road traffic emissions. Subsequently the area of exceedance was declared an AQMA 2005.
30. None of the annual average results have exceeded the annual objective for Nitrogen Dioxide for at least the past 5 years. Furthermore, unlike other AQMAs there is a general downward trend in air pollution levels. A full set of data has been provided in Appendix E along with a plan of the current AQMA boundary.
31. Since the declaration of the AQMA in 2005 monitoring data from 2010 - 2016 has not demonstrated an exceedance or near exceedance of the air quality objective for Nitrogen Dioxide.
32. With regard to the Malpas Road (North) AQMA it is now considered obsolete and if left in place it would be misleading.
33. If you agree, this AQMA will be revoked by the Council. Once this action is complete, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** The current designation of this area as an AQMA could be misleading. Long term the air quality trend appears to be improving. Focusing efforts on areas where it is

proven beyond doubt will ensure resources are focused on the worst areas. The long term improvement will aid the transformation of the entire city traffic fleet to a low / zero emission model.

- **Prevention:** The current AQMA which has shown no exceedance for some time could be deflecting resources away from areas which are more pressing.
- **Integration:** The current AQMA which has shown no exceedance for some time could be deflecting resources away from areas which are more pressing.
- **Collaboration:** The current AQMA which has shown no exceedance for some time could be deflecting resources away from areas which are more pressing.
- **Involvement:** The current AQMA which has shown no exceedance for some time could be deflecting resources away from areas which are more pressing. However as a result of focused efforts on the most pressing AQMAs where low/zero emission forms of transport shall be prioritised should result in an improvement across all areas.

Modification of Existing AQMAs

F – Caerleon Road, Clarence Place/Chepstow Road

34. The Caerleon Road AQMA was declared in 2005 due to exceedances of Nitrogen Dioxide. The results have been consistently above the annual air quality objective attributed to road traffic emissions.
35. The Clarence Place/Chepstow Road AQMA was declared in 2010 due to exceedances of the annual objective for Nitrogen Dioxide. Similar to Caerleon Road the source of the pollution is attributed to road traffic emissions.
36. Given the proximity of these two AQMAs and the source attributed to road traffic emissions it is recommended that these AQMAs are combined into one single AQMA. The current AQMA boundary and the proposed AQMA boundary are provided in Appendix F along with relevant monitoring data.
37. If you agree to the proposed merging of these AQMAs a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
38. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Expanding and combining the AQMAs will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Expanding and combining the AQMAs will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Expanding and combining the AQMAs will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Expanding and combining the AQMAs will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Expanding and combining the AQMAs based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

G – Malpas Road (South)

39. Malpas Road (South) was identified in 2004 as breaching the air quality objective for Nitrogen Dioxide (40ug/m³ per year). The source of the pollution was identified as road traffic emissions. Subsequently the area of exceedance was declared an AQMA in 2005 (Appendix G).

40. As shown in Appendix G exceedance of the air quality objective for Nitrogen Dioxide has been identified. A small alteration to the current AQMA boundary is proposed. A full set of monitoring data, the current AQMA boundary and the proposed AQMA boundary are provided in Appendix G for your consideration.
41. If you agree to the proposed alteration to the AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
42. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Amending Malpas Road (South) AQMA will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Amending Malpas Road (South) AQMA will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Amending Malpas Road (South) AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Amending Malpas Road (South) AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Amending Malpas Road (South) AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

H – Caerleon

43. In 2003 a small section of the Caerleon High Street was identified as breaching the air quality objective for Nitrogen Dioxide (40ug/m³ per year). The source of the pollution was identified as road traffic emissions. Subsequently the area of exceedance was declared an AQMA in 2005.
44. Since the declaration of the AQMA additional monitoring points have been installed. Of these additional monitoring points, exceedances of Nitrogen Dioxide have been recorded on Castle Street and potential exceedances are likely to occur at Gwent Cottage, located at the junction of Belmont Hill and Caerleon Road. All of which are located outside the boundary of the current AQMA. Again the exceedances are attributed to road traffic emissions.
45. The Council is obligated to produce an annual air quality report every year. The findings of the Air Quality Update and Screening Assessment (2015) and the Air Quality Progress Report (2016) identified that a Detailed Assessment was required to analyse the exceedances of Nitrogen Dioxide outside of the current AQMA.
46. A Detailed Assessment analyses all available data to determine the extent of technical exceedance. This Detailed Assessment report was completed in October 2016 by Environmental Health and approved by Welsh Government in December 2016. From 2017 Welsh Government has removed the requirement for Detailed Assessments. Hence no detailed assessment has been undertaken for the other proposed AQMAs and changes in this Cabinet Member's Report.
47. The Detailed Assessment made a number of recommendations. The report confirmed exceedances (or likely exceedances) at the following locations:
 - a. Lower section of Caerleon High Street
 - b. Castle Street
 - c. Gwent Cottage

48. The preferred boundary is provided in Appendix H for your consideration. It is recommended a single AQMA is declared that incorporates the areas of exceedances and is defined by the geographical markers of road junctions and property boundaries.
49. If you agree to the proposed alteration to the AQMA a formal Order will be made by the Council. This Order will be prepared by the Head of Law and Regulation.
50. Once the Order is made, appropriate residents, businesses and other stakeholders will be notified. Details will also be made available on the Council's website.

Well Being Assessment:

- **Long term:** Designating Caerleon as an AQMA now will enable resources to be focused upon the area aiding the long term effort to improve the local air quality.
- **Prevention:** Highlighting the Caerleon as an AQMA will ensure resources can be focused upon the area to aid improvement.
- **Integration:** Expanding Caerleon AQMA will highlight the area to the various internal and external stakeholders aiding a more integrated approach aiding 'negative' impacts to be mitigated and encouraging 'positive' actions.
- **Collaboration:** Expanding Caerleon AQMA will highlight the area to the various internal and external stakeholders aiding a more collaborative approach.
- **Involvement:** Expanding Caerleon AQMA based solely on air quality monitoring data and communicating effectively with all stakeholders, including local residents and businesses will ensure there is involvement from all to aid the common good.

Financial Summary

There is no financial impact from this report.

Risks

| Risk | Impact of Risk if it occurs* (H/M/L) | Probability of risk occurring (H/M/L) | What is the Council doing or what has it done to avoid the risk or reduce its effect | Who is responsible for dealing with the risk? |
|--|--------------------------------------|---------------------------------------|---|---|
| Risk of raising concerns of residents and businesses | M | L | We will notify all relevant residents and businesses and offer information and support to deal with concerns raised. Draft proposals are already underway to explore methods of improving the local air quality and will form part of the Public Service Board's priorities. | Regulatory Services Manager (Environment & Community) |
| Risk of financially devaluing relevant properties | M | L | There is little evidence to suggest declaring AQMAs impacts property values. The type and volume of traffic which causes pollution is the underlying factor which may impact upon property values. If concerns are raised, Environmental Health will provide advice to residents and property owners when contacted. | Regulatory Services Manager (Environment & Community) |
| Risk of not altering the AQMAs | H | M | The current AQMA boundaries do not reflect the areas of exceedance. This can be missed by stakeholders. Furthermore not expanding the AQMA goes against Government Guidance, UK and Welsh legislation. | Regulatory Services Manager (Environment & Community) |

Links to Council Policies and Priorities

The proposed changes reflect the Council's commitment to improve the environment and wellbeing of the city. The proposed changes form the cornerstone of future works to direct efforts into positive improvements and link with the following plans/policies:

- Draft Corporate Plan – Courageous, Positive, Responsible
- Future Well-being (Wales) Act 2015 – Newport's Public Service Board Plan (Draft)
- Local Development Plan
- Transport Strategy
- Newport's Community Strategy 2010-2020 "Felling Good About Newport" (Relevant themes: "To be a prosperous and thriving city"; " To have a better quality of life"; "To have vibrant and safe communities").
- Newport's Air Quality Supplementary Planning Guidance

Options Available and considered

- i) To approve the proposed changes to existing Air Quality Management Areas, and the declaration of new areas, as set out in this report, to allow the Head of Law & Regulation to make the necessary Orders under the Part IV Environment Act 1995.
- ii) Not to approve the proposed changes to existing Air Quality Management Areas, and the declaration of new areas, set out in this report.

Preferred Option and Why

To approve the proposed changes to existing Air Quality Management Areas, and the declaration of new areas, as set out in this report, to allow the Head of Law & Regulation to make the necessary Orders under the Part IV Environment Act 1995. This will allow the Council to comply with its statutory duty.

Comments of Chief Financial Officer

There are no financial implications within this report.

Comments of Monitoring Officer

The proposed changes to AQMA's are in accordance with the Council's statutory duty under Part IV of the Environment Act 1995. The Council has a duty to continually monitor air quality within the Newport area and, where emission levels exceed, or are likely to exceed, prescribed levels, then the Council is required to declare an Air Quality Management Area and produce an Action Plan to address the air pollution issues. The report sets out proposed changes to existing AQMA's and recommends the declaration of new areas, where Nitrogen Dioxide levels have been assessed as exceeding the prescribed air quality levels. In all cases, the source of the air pollution is attributable to road traffic emission. One existing AQMA in Malpas Road (North) should be revoked as pollution levels have now reduced, but four new AQMA's are recommended in High Cross, Cefn Road, Caerphilly Road and George Street. The other existing AQMA's are to be modified to adjust the boundaries and include other properties which are, or are likely to be, affected by air pollution. In accordance with the Functions and Responsibility Regulations and the Council's Constitution, the declaration of Air Quality Management Areas is an executive function. Therefore, the Cabinet Member for Licensing and Regulation can approve the proposed changes and authorise the making of the necessary Orders by the Head of Law and regulation under the Council's scheme of delegation.

Comments of Head of People and Business Change

One Newport Public Services Board's (PSB's) Community Well-being Profiles, published in April 2017, include information on air quality and emission levels at a community level in Newport. These profiles are updated annually and when reviewed in 2018 will be amended to take account of any changes in Air Quality Management Areas.

The PSB has also identified improvements in air quality as a priority for its local Well-being Plan. The draft plan will be published for public consultation in December 2017.

There are no staffing implications arising directly from this report.

Comments of Executive Members

Cabinet Member for Community & Resources, Councillor David Mayer:

I am not sure how or why the Malpas Road North site in our ward has reduced? I appreciate that cars are getting healthier overall but this route is one of the busiest in the UK let alone Newport. The Malpas/Shafesbury by-pass was supposed to divert traffic from this and South Malpas Road in Shafesbury (also in report) but this is not the case as traffic from the North is still directed down the A4051. Caerleon traffic heading west that is supposed to access the M4 via Lower Malpas Road creates the same traffic issues in this area as before the bypass was opened, because drivers use Pillmawr Road as a rat-run to access the M4. Customers who drive to use shops in this area also cause pollution. Can you explain why the levels have reduced?

Response from Cabinet Member for Licensing & Regulation:

This Air Quality Management Area was Declared following modelling (predictions) by a specialist contractor. However since the modelling, a monitoring point on the façade of a nearby residential property (an appropriate monitoring point to assess residents' exposure) has not borne out the modelling in reality. Given the period of time since the modelling was carried out, and that the

actual monitoring data has not indicated an exceedance of the standard, it is considered appropriate to revoke this AQMA.

Scrutiny Committees

No consultation with Scrutiny Committees has been undertaken.

Equalities Impact Assessment and the Equalities Act 2010

No Equalities Impact Assessment is necessary in this case.

The proposals set out in this report have no more impact on those with protected characteristics than any other group or individual.

Children and Families (Wales) Measure

The proposals set out in this report have no more impact on children or families than any other group or individual.

Wellbeing of Future Generations (Wales) Act 2015

The Wellbeing of Future Generations (Wales) Act 2015 has been considered in the body of this report.

Crime and Disorder Act 1998

The proposals set out in this report have no impact on crime and disorder.

Consultation

Comments received from wider consultation, including comments from elected members, are detailed in this report.

Background Papers

None.

List of Appendices

NEW AQMAs

APPENDIX A – High Cross Air Quality Data and Proposed AQMA Boundary

APPENDIX B – Cefn Road Air Quality Data and Proposed AQMA Boundary

APPENDIX C – Caerphilly Road Air Quality Data and Proposed AQMA Boundary

APPENDIX D – George Street Air Quality Data and Proposed AQMA Boundary

REVOCATION of an AQMA

APPENDIX E – Malpas Road (North) Air Quality Data and Current AQMA Boundary

MODIFICATION of existing AQMAs

APPENDIX F – Caerleon Road, Chepstow Road/Clarence Place Air Quality Data and Proposed AQMA Boundary

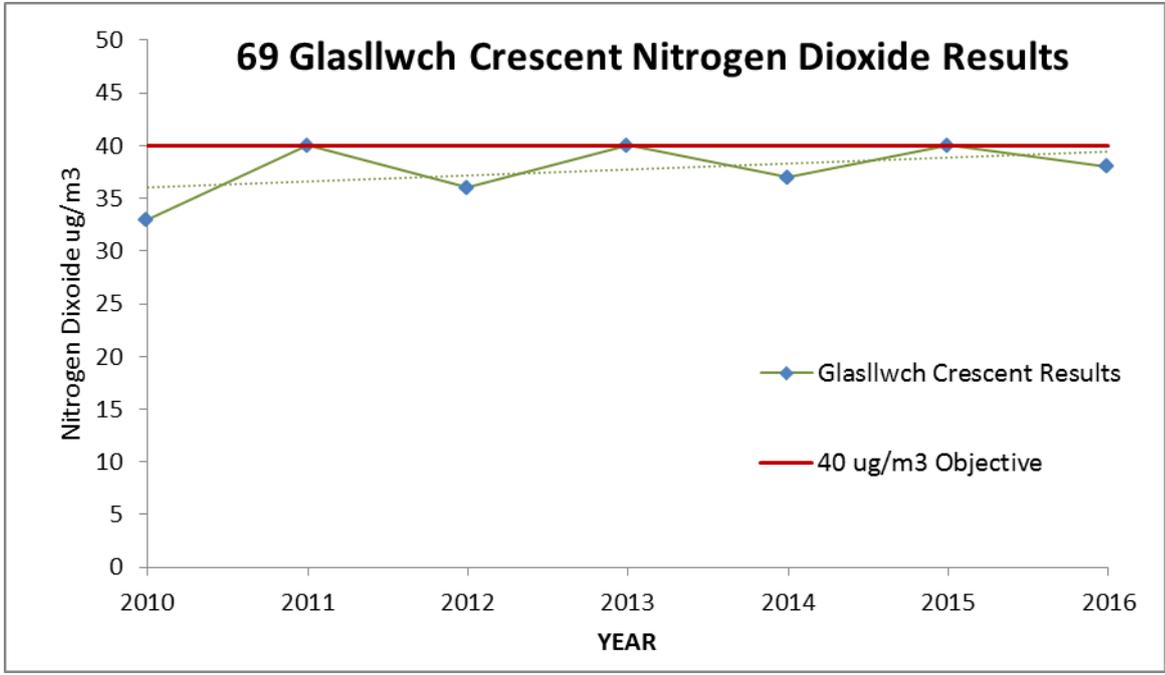
APPENDIX G – Malpas Road South Air Quality Data, Current and Proposed AQMA Boundary.

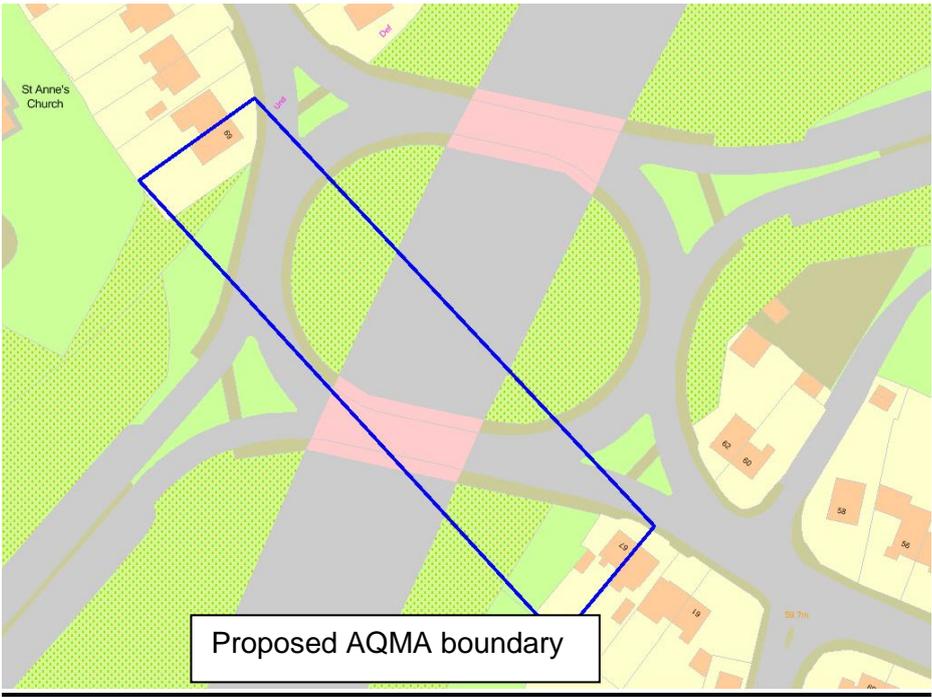
APPENDIX H – Caerleon Detailed Assessment 2016, Current AQMA Boundary, Proposed AQMA Boundary

Dated: 22 January 2018

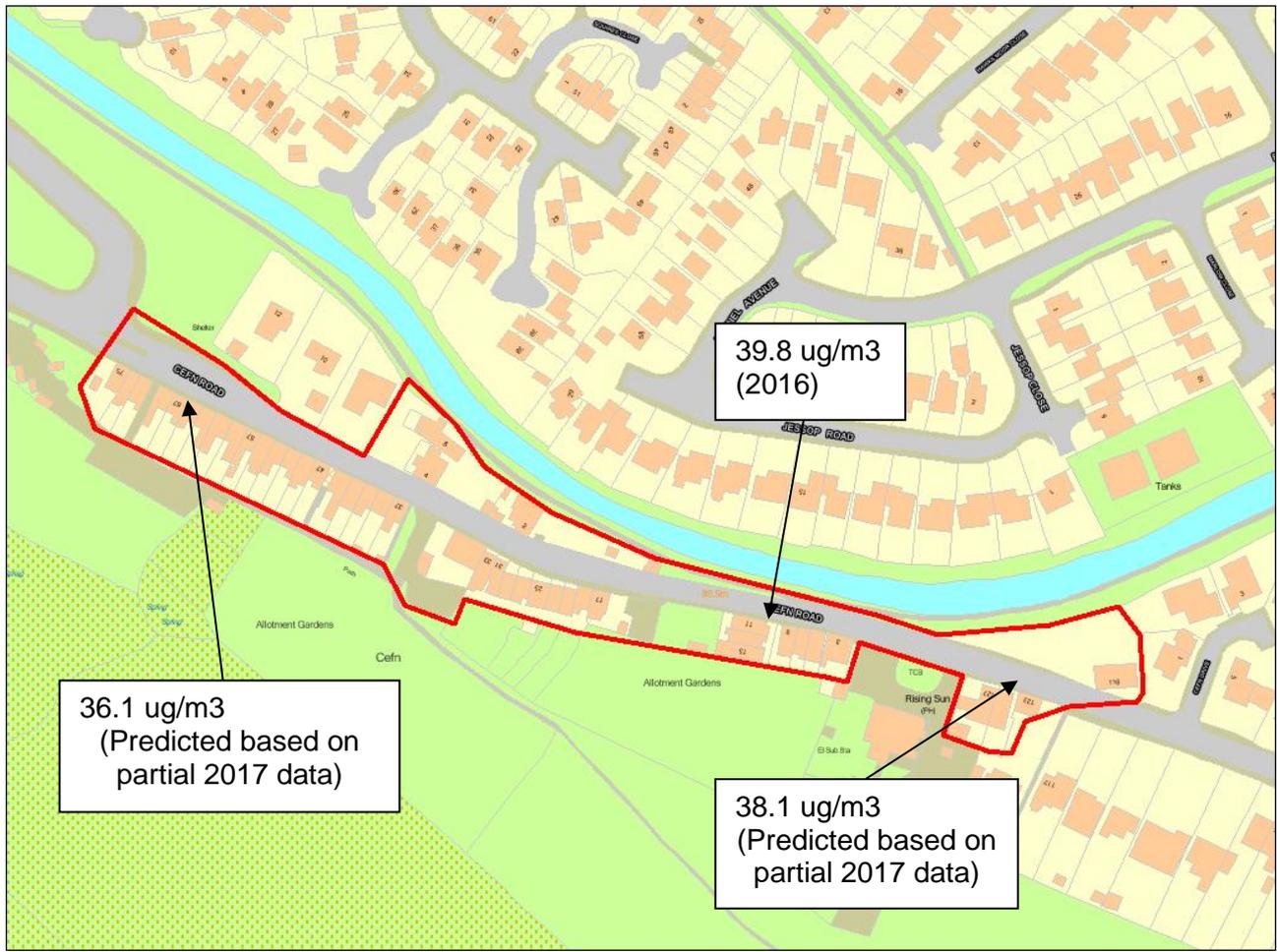
APPENDIX A – HIGH CROSS PROPOSED AQMA

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-----------------------|------|------|------|------|------|------|------|
| 67 Glasllwch Crescent | - | - | - | - | - | - | 37 |
| 69 Glasllwch Crescent | 33 | 40 | 36 | 40 | 37 | 40 | 38 |
| 62 Glasllwch Crescent | - | - | - | - | - | - | 27 |
| 64 Glasllwch Crescent | - | - | - | 35 | 32 | 34 | 30 |

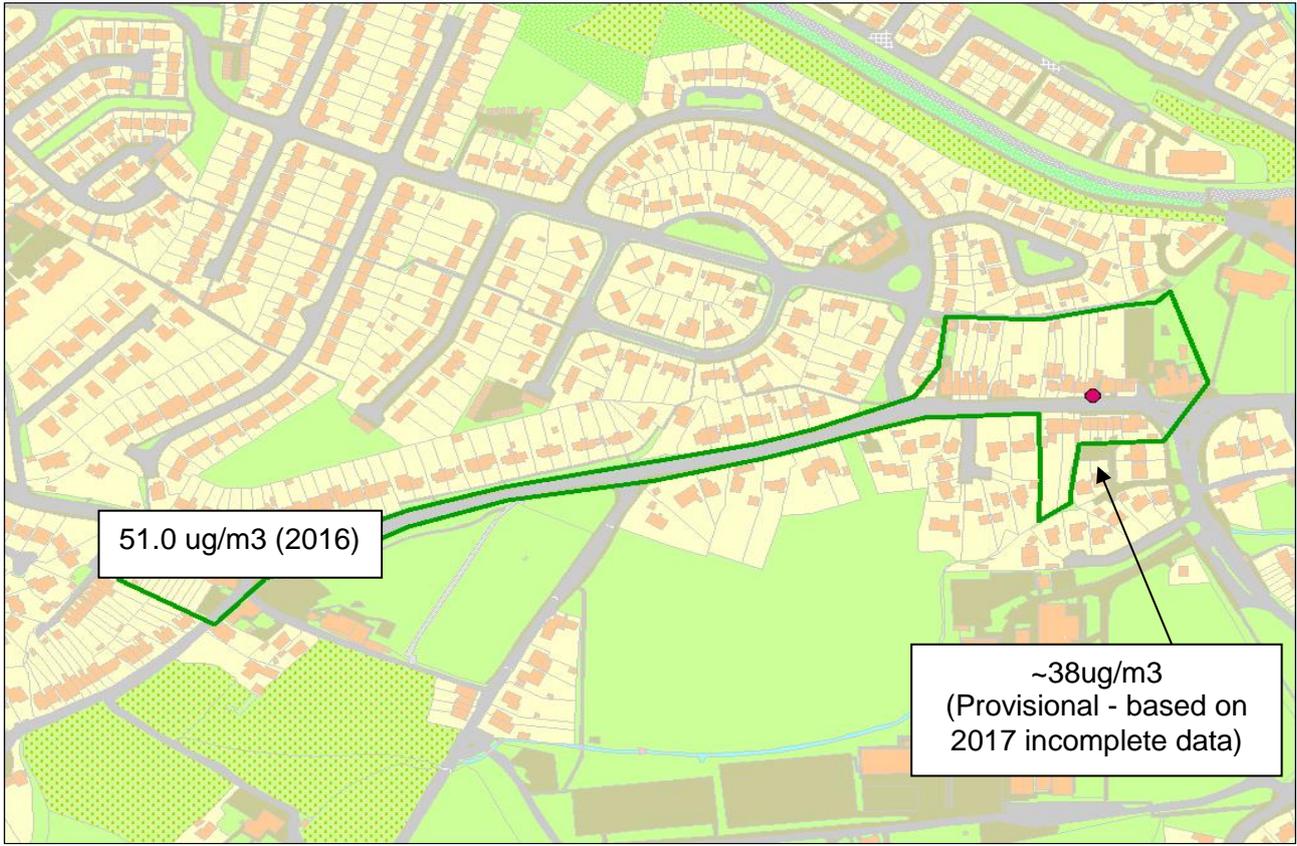




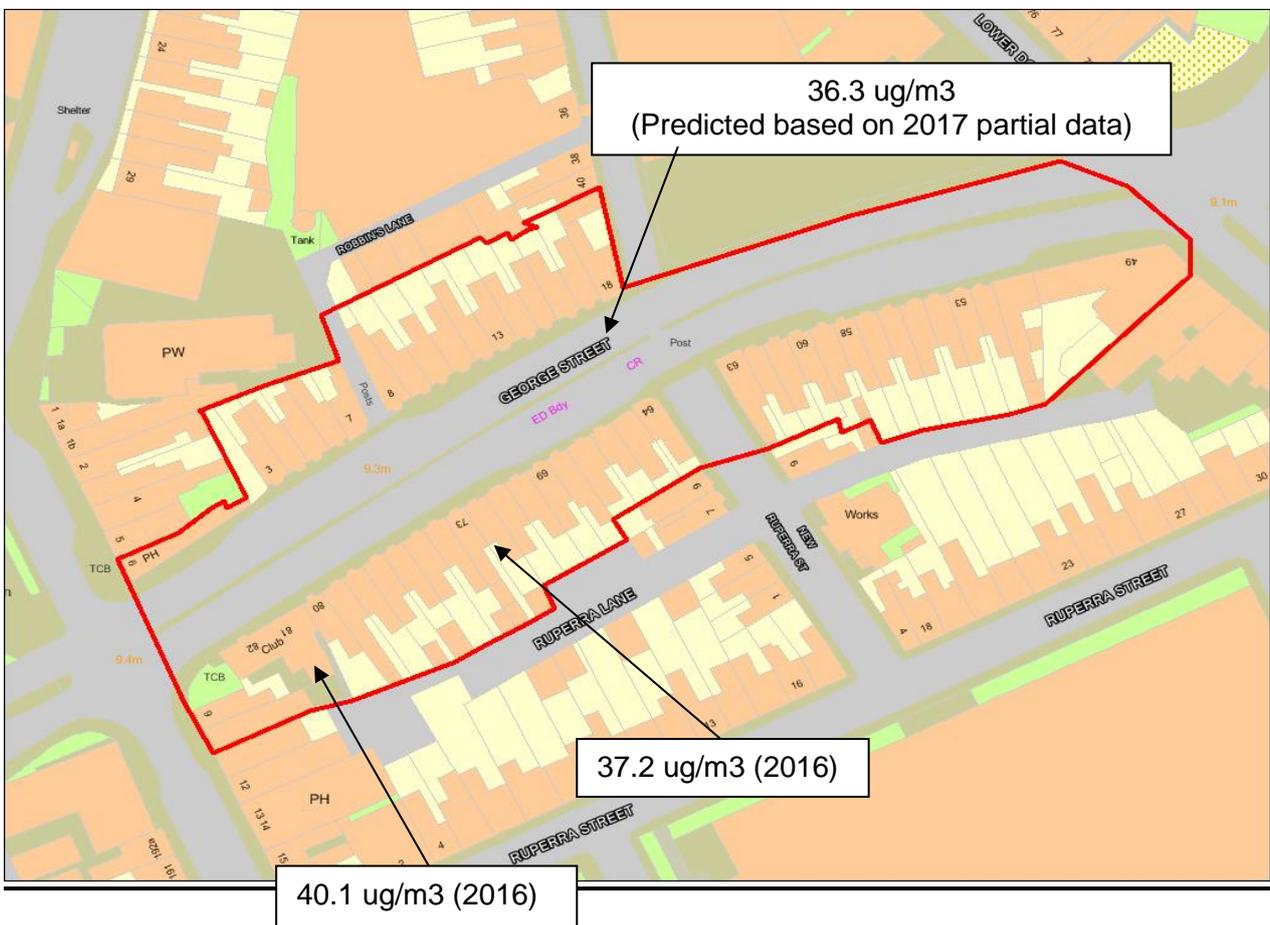
APPENDIX B – CEFN ROAD AQMA



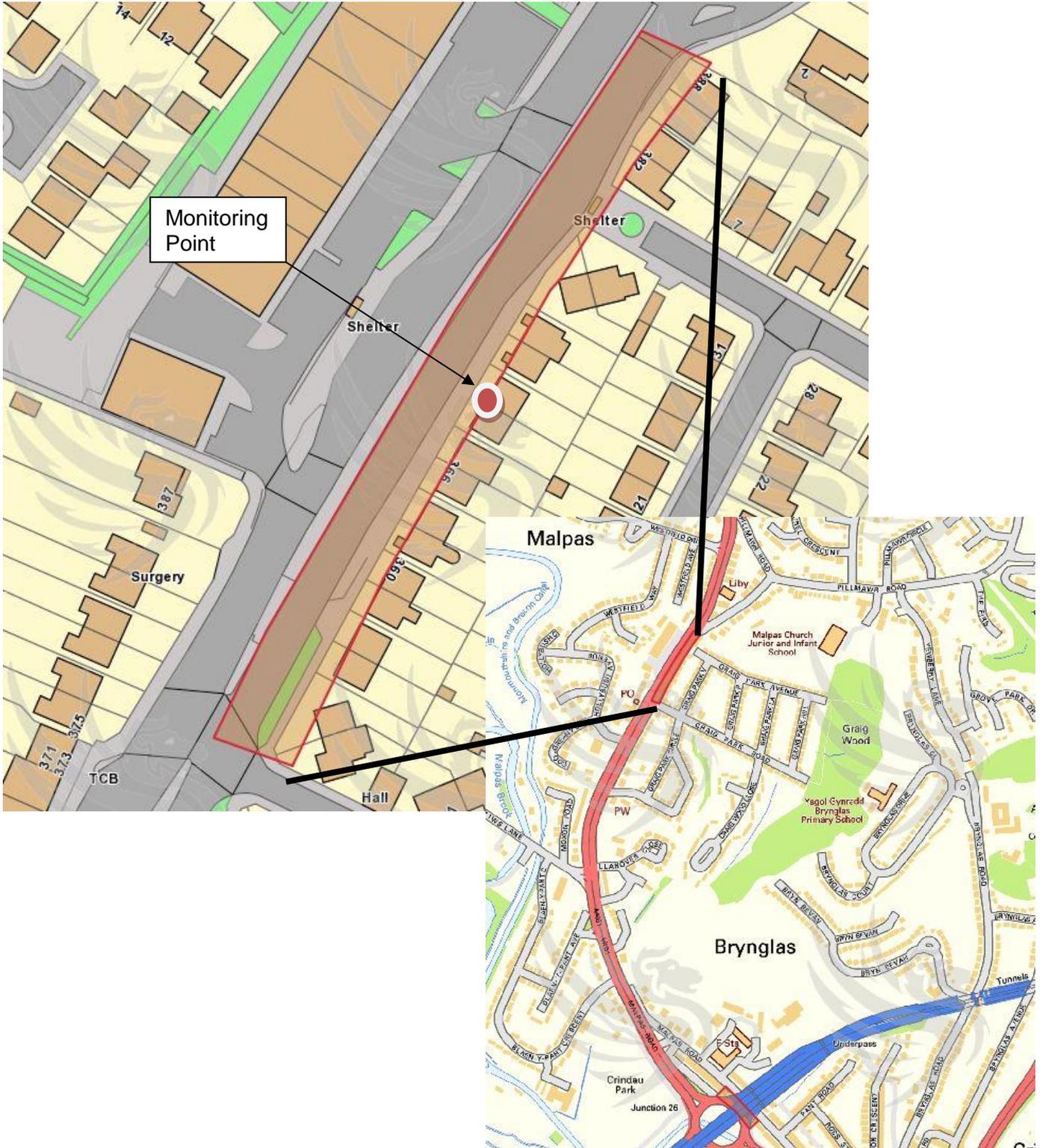
APPENDIX C – CAERPHILLY ROAD AQMA

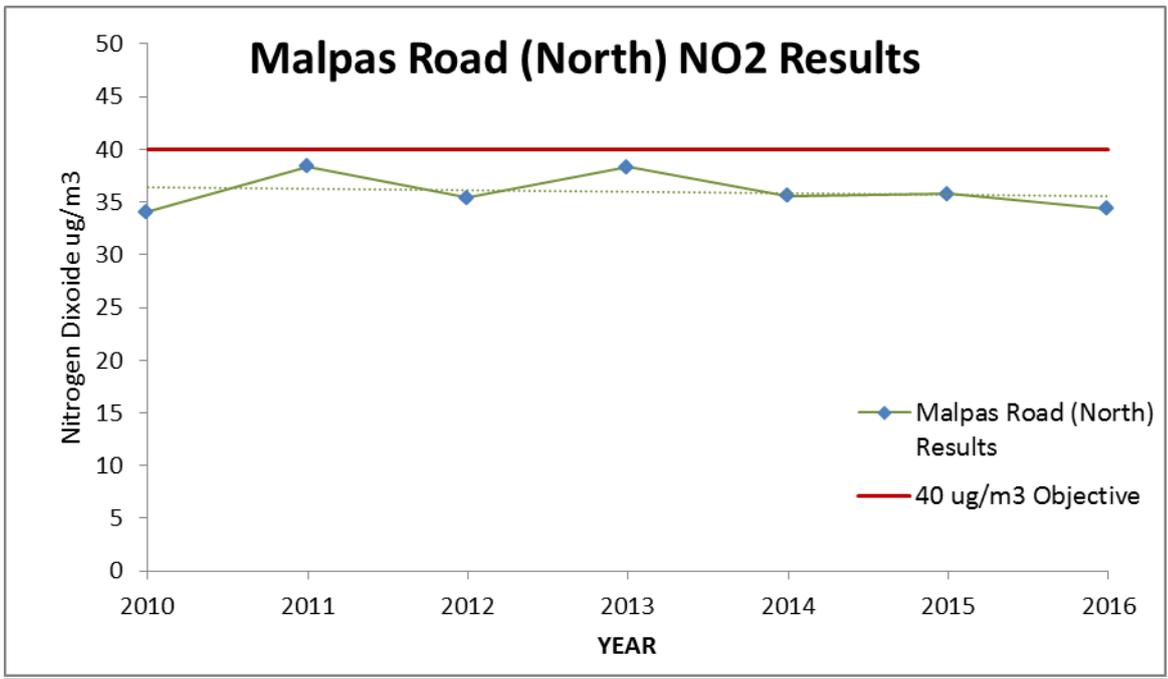


APPENDIX D – GEORGE STREET AQMA



APPENDIX E – MALPAS ROAD (NORTH) AQMA



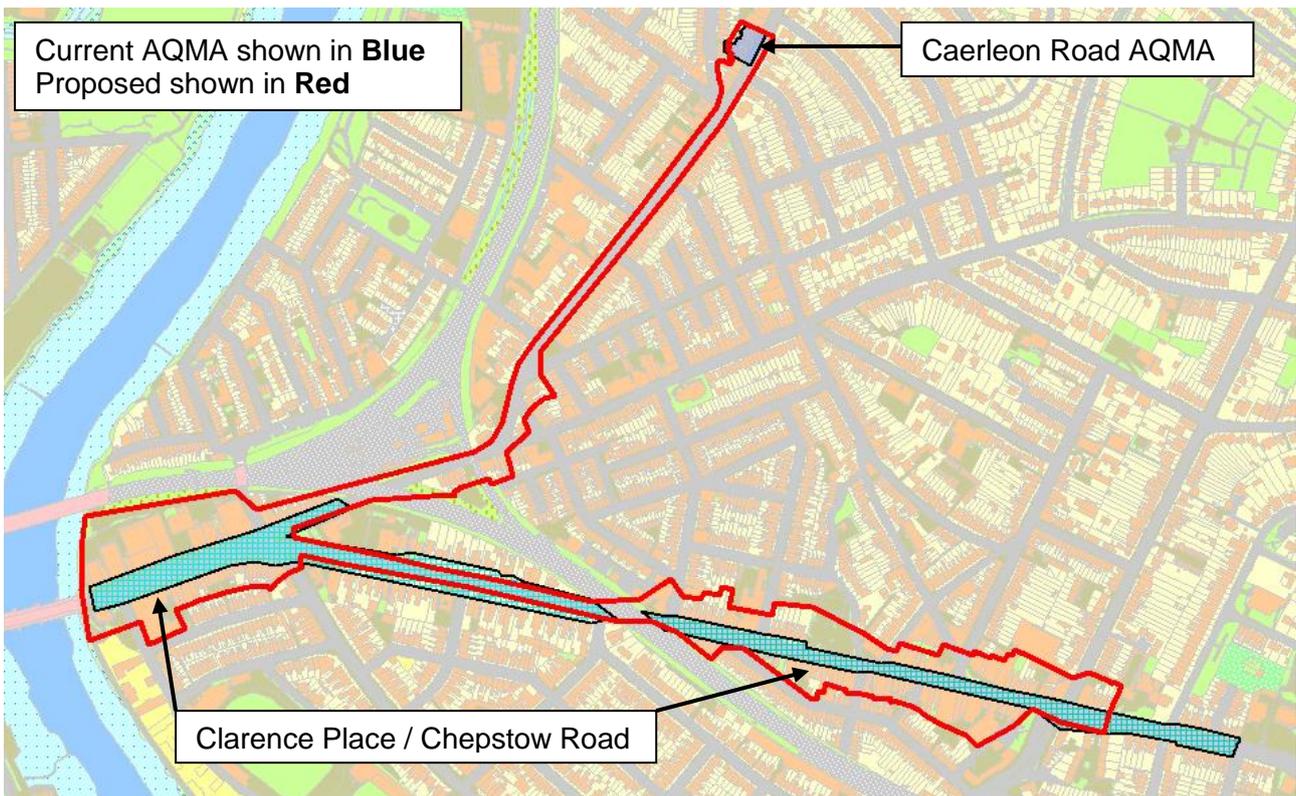


| Results ug/m3 | |
|---------------|-------------|
| 2010 | 34.1 |
| 2011 | 38.4 |
| 2012 | 35.4 |
| 2013 | 38.3 |
| 2014 | 35.6 |
| 2015 | 35.8 |
| 2016 | 34.4 |

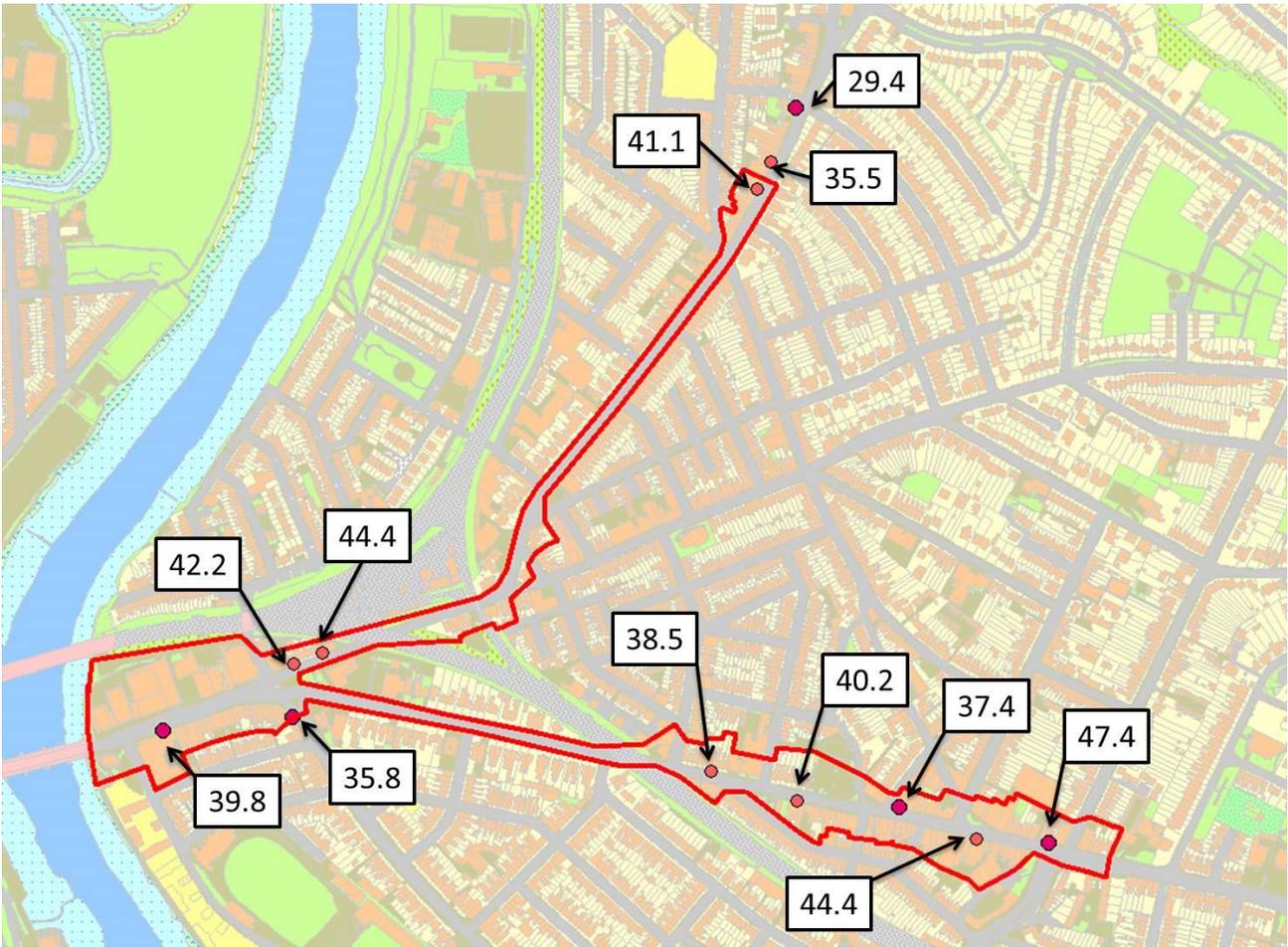
APPENDIX F –

Clarence Place / Chepstow Road & Caerleon Road AQMA

| | ID | Name | 2016 |
|-----------------------------------|--------|-----------------------------|-------------|
| Clarence Place / Chepstow Road | NCC68 | Art College, Clarence Place | 39.8 |
| | NCC67 | 1-17 Corporation Road | 35.8 |
| | NCC66 | 109 Chepstow Road | 37.4 |
| | NCC65 | 153/155 Chepstow Road | 47.4 |
| | NCC22B | 88 Chepstow Road | 40.2 |
| | NCC46B | *148 Chepstow Road | 44.4 |
| Caerleon Road | NCC28B | 155 Caerleon Road | 41.1 |
| | NCC24C | 19 Caerleon Road | 44.4 |
| | NCC50 | 9 Caerleon Road (tattoo) | 42.2 |
| | NCC69 | 180 Caerleon Road | 29.4 |
| | NCC11A | 169 Caerleon Road | 35.5 |



Proposed AQMA shown in RED.



APPENDIX H – CAERLEON AQMA

Current & Proposed AQMA Boundary



