St.Helens Council

2024 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021

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Executive Summary: Air Quality in Our Area

Air Quality in St Helens

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality. In the UK, it is estimated that the reduction in healthy life expectancy caused by air pollution is equivalent to 29,000 to 43,000 deaths a year[1].

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Additionally, people living in less affluent areas are most exposed to dangerous levels of air pollution[2].

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

[1] UK Health Security Agency. Chemical Hazards and Poisons Report, Issue 28, 2022.

[2] Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

St Helens is a metropolitan borough of Merseyside and covers an area which includes the settlements of Sutton, St Helens, Earlestown, Rainhill, Rainford, Eccleston, Clockface, Haydock, Billinge and Newton-le-Willows. St Helens is home to 183,200 people according to the 2021 Census.[3]

St Helens consists of large areas of agricultural land and some industry, having a long association with glassmaking. There are two motorways that run within the Borough, the M6 and M62. The predominant source of pollution within the Borough is nitrogen dioxide from traffic.

St Helens monitors nitrogen dioxide using four continuous monitors and 32 passive diffusion tubes. Particulate matter is measured at one location via a continuous monitor.

The general overall trend within St Helens was decreasing levels of nitrogen dioxide and particulate matter over the last 5 years. However, for the 2023 levels of nitrogen dioxide some levels are higher than the 2022 nitrogen dioxide levels, and some are lower. It should be noted, the majority of the 2023 diffusion tube results show a general reduction trend compared to pre covid levels. All four air quality management areas (AQMAs) have levels of nitrogen dioxide below the national objective at the closest sensitive receptors for 2022. The NO_2 concentrations at all the stations apart from Borough Road have shown a decrease in levels. It should be noted that due to equipment failure we only have 6 months of data for Borough Road monitor. The 6 months of data we was annualised to generate the final annual figure. The monitor has now been fixed and the council are currently looking into replacing the monitor.

St Helens works with other Local Authorities and key stakeholders through groups such as the Merseyside and Cheshire air quality group.

St Helens has declared four air quality management areas (AQMAs) which can be viewed using the following link https://sthelens.gov.uk/article/5188/Air-quality-

[3] ONS: 2021 St Helens Census

monitoring. There have been no new AQMAs declared since 2011 and there are no further areas which have been identified as requiring declaration.

The Liverpool City Region (LCR) task force closed down in 2020. However, the main output was the combined authority action plan in which can be found using the following link https://www.liverpoolcityregion-ca.gov.uk/improving-our-air-quality.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan[4] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air Quality Strategy[5] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[6] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel, and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

For the past 5 years, only two of the four AQMAs have had exceedances. Due to proposed developments on going within the Borough, the council has decided to keep all four AQMAs. Even though measures to improve air quality within our AQMAs is important, St Helens recognises that is equally as important to ensure the rest of the

[4] Defra. Environmental Improvement Plan 2023, January 2023

[5] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

[6] DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

Borough does not become an AQMA, thus the plan having many Borough wide air quality objectives.

The draft Air Quality Action Plan (AQAP) has now been out to public consultation and the final AQAP is expected to receive its final approval at the Licensing and Environmental Protection Committee 16th July. The individual actions set out below have been drawn from the draft AQAP.

1. Carr Mill Rail Station Redevelopment

This project focuses on the proposed construction of a new rail station at Carr Mill along with new residential units, new commercial/retail space, car parking and a new access road. The project is currently at feasibility stage with several designs being considered. This scheme would promote the use of public transport as an alternative to private car travel. It cannot be determined for certain if this will be delivered during the lifespan of the current AQAP, as no funding route has been identified or agreed at present. but regular updates will be provided in ASRs.

St Helens will be working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel, Network Rail and third-party landowners.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

Quantification of emission reductions is not possible at this stage due to the project still being at design phase.

2. By Ours Cowley Hill Liveable Neighbourhood

By Ours is a partnership project with St Helens Borough Council, the Liverpool City Region Combined Authority and Sustrans, funded by the Freshfield Foundation. By Ours Cowley Hill is a community project helping residents, businesses and schools design our local streets. The project is designing a safer, more vibrant neighbourhood where more people walk to the shops and services, stop and chat to each other and children can play out. This will encourage people to take more journeys on foot, bike, or other active transport modes, reducing carbon footprint. It is currently estimated that the project will be completed in March 2024.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

3. St Helens Multi Modal Interchange SHMMI / Connected Places

This project forms part of transformational regeneration in St Helens town centre, which includes for a new bus station and active travel provisions to encourage public and sustainable transport use. The project is currently at the design and operational appraisal stage and will be delivered by Summer 2026.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel, Bus Operators, Department for Transport, the English Cities Fund and St Helens Town Deal Board.

It should also be noted the Liverpool City Region Combined Authority (LCRCA) has a authority wide strategy which focus on the whole of Merseyside Spatial Development Strategy.

As commented on by the LCRCA “This facility will be the hub for the franchised St Helens network. This is seen as important for improving the attractiveness of bus services by providing a better waiting environment leading to greater satisfaction levels and thus contributes to the “excellent passenger experience” pillar of the Liverpool City Region Bus Service Improvement Plan.”

The project focuses on general air quality improvements but is likely to have positive impacts for the AQMAs 3 and 4.

As part of the regeneration, detailed air quality modelling will be carried out. These findings and the impacts they will have on air quality will be reported in the upcoming Air Quality ASRs.

4. Green Bus Routes (Hydrogen Buses)

St Helens Council is working with the Liverpool City Region Combined Authority and Merseytravel as part of their project to improve the local bus network. The 10A service buses within the borough of St Helens has been identified as one of the busiest routes in the City Region. Key features of the project include the introduction of hydrogen buses, smart traffic lights that go green for buses, junction upgrades to get buses past traffic, bus priority lanes and bus stop and shelter upgrades. The outcome is to create more efficient and attractive bus services that in turn will result in more bus journeys,

with a modal shift from private car travel. The first phase of hydrogen buses commenced operation in June 2023 with the wider suite of bus priority measures due to be rolled out across the Liverpool City Region by 2027.

This project will improve congestion and air quality along the bus route, which includes AQMA 3.

The 10A Bus travels along the Borough Road AQMA approximately 15 times per day. According to the Road Traffic Statistics, Department for Transport, 188 bus trips are expected per day. Using the Emissions Factor toolkit, conventional buses are predicted to contribute 15.2% to NO_2 emissions or 7.62µg/m^3. Having 15 less conventional bus trips per day equates to an 8% reduction in bus journeys per day. In theory this would result in an NO_2 reduction of 0.61 µg.m^3 in the Borough Road AQMA.

5. St Helens Central to St Helens Junction Disused Railway Line

A feasibility study is currently being undertaken to explore reuse of the St Helens Central to St Helens Junction disused rail line. In addition to considering reintroduction of rail services, the project will explore alternative sustainable travel usage such as walking, cycling, bus, autonomous travel pods, etc. The study will conclude by early Summer 2024. It may be that repurposing the line may be the most realistic way forward and could be addressed through the options assessment process.

St Helens Council are working with various organisations on this project including Network Rail, Northern Rail, Merseytravel and the Liverpool City Region Combined Authority.

The project focuses on general air quality improvements but is likely to have positive impacts for AQMAs 3 and 4.

Viability of the scheme is being carried out currently. Quantification of emission reductions is not possible at this stage due to their being no firm plans in place.

6. Omega West Transport Strategy

The aim of this project is to improve transport from areas in St Helens to ensure local residents within some of our most deprived areas (in particular Parr, Clock Face and Bold) are able to easily access the Omega West strategic employment site and its

multiple opportunities. This will promote sustainable transport and have positive impacts on air quality, in reducing car dependency.

St Helens Council will be working with various organisations on this project including Miller Developments, Merseytravel, the Liverpool City Region Combined Authority and Warrington Borough Council.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

As this scheme aims to encourage public transport, a quantification study of the emissions is not feasible at this stage.

7. A580 East Lancashire Road (ATR1)

This project is a proposed walking and cycling investment along the A580 East Lancashire Road adjacent to the westbound carriageway infrastructure, between Carr Mill and the Wigan Borough Boundary, adjacent to Haydock Industrial Estate. Public consultation commenced in Autumn 2023 and following completion of detailed designs the Council will pursue funding opportunities for the scheme's delivery.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

8. Jubits Lane to Widnes (ATR2)

This project is a proposed walking and cycling investment designed to run from King George V Playing fields to the south of Bell Lane in Sutton Manor. Detailed design activity is to be commissioned, which would further extend the project to the boundary with Halton Borough Council. Following completion of detailed designs, the Council will pursue funding opportunities for the scheme's delivery.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel and Forestry England.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

9. Lea Green to Whiston Hospital (ATR3)

The Council has since successfully secured £1.390m from Active Travel Tranche 4 funding from Active Travel England to commence a phased delivery of construction along the Lea Green Station to Whiston Hospital Active Travel Route (ATR3), pursuant to the provision of a continuous well-connected sustainable network back to the St Helens Southern Gateway Cyclops scheme. Construction is scheduled to commence in Spring 2024.

St Helens Council will be working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel and Knowsley Borough Council.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

10. St Helens Southern Gateway

This £14.8m overall project includes £4.8m of funding awarded directly to St Helens Council from the Liverpool City Region Transforming Cities Fund. The project includes 6 cycle routes and a 'CYCLOPS' junction, being the first in the Liverpool City Region. Wider elements of this project include significant upgrades to facilities at Lea Green Rail Station, including better provision for sustainable modes, electric vehicle charging infrastructure, and an improved Park & Ride facility. The CYCLOPS and highway improvement elements of the project were completed in September 2023 and the main Lea Green Rail Station component is scheduled for completion in December 2023.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel, Northern Rail and Network Rail.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

11. Digital Infrastructure Project

The strategic vision of this St Helens Town Deal project is to *"Improve digital connectivity across the town centre, by investing in the necessary digital infrastructure to enable the St Helens Borough Council to deliver its wider economic, social, and environmental strategic priorities."*

The project will reduce the need for travel as it allows people to access a digital economy. It promotes working from home and allows businesses in the town centre to operate in a digital way. The scheme is due to be delivered by the end of 2025.

St Helens Council are working with various organisations on this project, including the Liverpool City Region Combined Authority and St Helens Town Deal Board.

The project focuses on general air quality improvements but there are potential positive direct impacts for the AQMAs 3 and 4.

As this scheme encourages it home working it is not feasible at this stage to quantify emission reductions.

12. Glass Futures

Glass Futures is a new development of global significance located within St Helens. The site is a research and development site that connects the glass industry with academia in order to develop ways of making glass more sustainably. Along with this, by becoming more resilient on making glass (an infinitely recyclable product), this in turn will reduce the need for manufacturing by non-recyclable products and importing. Glass Futures will also undertake research and development activity into production using low carbon fuels.

Glass making produces various pollutants such as Nitrogen Dioxide and thus, given the volume of glass produced in St Helens, Glass Futures will have positive impacts for reduced emissions. It should be noted that hydrogen burning still produces high volumes of NOx which will be monitored through the conditions of the permit. While St Helens is directly involved in the planning and permitting processes of the Glass Futures development, any improvements would be delivered by Glass Futures.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

13. Parkside Link Road

As part of the multi-phased Parkside development project, Parkside Link Road is currently under construction and is scheduled for completion in 2024. This new link road (supported by a dedicated freight signage strategy) will result in the redistribution of traffic away from the local traffic network and onto the new strategic route, securing a more efficient and effect flow of vehicles, particularly Heavy Goods Vehicles (HGVs).

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, National Highways and Warrington Borough Council.

The project focuses on general air quality improvements but there are potential positive direct impacts for the AQMAs 1 and 2.

St Helens will assess the need to carry out air quality monitoring along the new link road on a regular basis.

14. Parkside Strategic Rail Freight Interchange

The St Helens Local Plan Core Strategy (2012) identified Parkside as a strategic location for a Strategic Rail Freight Interchange (SRFI), and the St Helens Borough Local Plan to 2037 has allocated of land for a SRFI with an operational area of approximately 64.55ha to the east of the M6, and 5.58ha to the west of the M6. The site comprises two elements: Parkside East is the proposed location of the SRFI (together with other industrial and logistics uses) and Parkside West is a separate, though linked, employment land allocation that will be served by road only, although it will accommodate a reception siding for incoming freight trains that could in turn be linked to Parkside East.

Parkside East will strongly support the aims of building a robust northern economy, promoting the use of the national rail infrastructure, and reducing congestion and carbon emissions by shifting freight movement from road.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, National Highways, Network Rail, the Liverpool City Region Freeport, and site developers.

The project focuses on general air quality improvements but there are potential positive direct impacts for the AQMAs 1 and 2.

In the event of a formal planning application, a detailed air quality would be submitted detailing an accurate prediction of changes in air quality levels. If and when this is received, it will be reported within the relevant ASR.

15. Vehicle Replacement/ Retrofit Project

This project was awarded £0.650m by the Department of Environment, Farming and Rural Affairs (DEFRA) Air Quality Grant to support taking some of the worst polluting

vehicles off the road and replacing them with newer, more efficient vehicles while also supporting local businesses, thereby quickly delivering quantifiable reductions in NO_2 emissions. The scheme ends in March 2024.

St Helens Council are working with St Helens Chamber and grant applicants on this project.

The project focuses on general air quality improvements and will not have direct impact on any particular designated St Helens AQMA.

The project is now complete and a report will be prepared and issued to Defra later on in 2024. In this report, details about the reduction in emissions will be conducted. These findings will be reported in the 2025 ASR.

In total, 85 grants were fully transacted. A breakdown is below:
-10 Private Hire Vehicle (Taxi)
-1 minibus
-65 Vans/ Light Goods Vehicles (LGVs)
-1 coach
-8 Heavy Goods Vehicles (HGVs)

16. Indoor Air Quality Project

St Helens Council and Warrington Borough Council aim to make indoor air quality improvements across their local areas by delivering a range of activities that focus on indoor air quality through monitoring air pollutants in households with underlying respiratory illness (i.e., asthma) and offering targeted education/awareness to help meet our Councils' statutory duties under the Environment Act 1995.

The project will deliver between 250-500 health education interventions in households (250 of which will also receive an indoor air quality monitor) for people who suffer from asthma in areas of poor air quality and in areas of high deprivation. It is proposed to achieve this by:

1. Monitoring indoor air quality in households where people are at increased risk of exacerbation of respiratory disease and adverse effects from air pollutants (such as CO_2, relative humidity, temperature, PM_1, $PM_{2.5}$, and volatile organic compounds - VOC).

2. Raising awareness of how to improve indoor air quality through targeted education and campaigns that have been co-designed with our residents.
3. Raising awareness of the impact of domestic burning on indoor air quality and respiratory conditions. In addition to this we will engage with residents to understand how the cost-of-living crisis affects the decisions they make and where appropriate refer them for any financial support that may be available.

The scheme will end in March 2025.

St Helens Council is working with the Warrington Borough Council on this project.

The project will deliver general, wider air quality improvements but will focus on areas of deprivation and poorer air quality (including AQMAs) within the boroughs of Warrington and St Helens.

Due to the nature of the scheme, the quantification of emission reductions cannot be calculated.

17. Electric Vehicle Charging Infrastructure Strategy

A draft St Helens Electric Vehicle Charging Infrastructure (EVCI) Strategy and Delivery Plan has been consulted upon and is pending formal adoption by the Council. St Helens is also assisting the Liverpool City Region Combined Authority with the submission of their initial Local Electric Vehicle Infrastructure (LEVI) funding application. An Electric Vehicle (EV) Co-ordinator role will be created at the Combined Authority who will lead on creating a regional strategy with regional procurement to secure a supplier or suppliers to roll out a charging network across the region. St Helens has identified an initial tranche of sites within its draft EV Strategy and will continue to develop a package of sites for potential delivery once a supplier is on-boarded.

St Helens Council will be working with various organisations on this project including the Liverpool City Region Combined Authority, Department for Transport, other government departments, and external EVCI market.

While this will have positive impacts for nitrogen dioxide, electric vehicles still emit particulate matter emissions.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

18. Local Cycling and Walking Infrastructure Plan (LCWIP)

The Local Cycling and Walking Improvement Plan was adopted by the Council in Spring 2023 and sets out several key routes that would benefit from upgraded infrastructure to encourage active travel journeys. There are two plans in place; firstly, a strategic plan that encompasses the Liverpool City Region and the second is St Helens Borough focussed.

Through facilitating a shift of local journeys from private cars to walking and cycling, improved active travel infrastructure has a range of beneficial impacts, including contributing to a net zero borough, improved air quality, better health and wellbeing, and improved connectivity, particularly for deprived communities. Increased walking and cycling rates, better physical activity levels, reduced transport poverty and transport related air pollution. This is a 10-year strategy, due to end in Spring 2033.

St Helens Council will be working with various organisations on this project including the Liverpool City Region Combined Authority, Active Travel England and Sustrans.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

As this project focuses on behaviour changes, quantification if benefits are not feasible.

19. Transport and Travel Supplementary Planning Document (SPD)

A new Transport and Travel SPD has been drafted and echoes national guidance, policy, and local commitments to climate change by refocusing on active and inclusive travel (walking, wheeling and cycling), public transport and zero emission vehicles. It will be consulted on in Winter 2023 pursuant to formal adoption in Spring 2024.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

20. Emerging Local Transport Plan 4 (LTP4)

The emerging LTP4 will:

“Set out plans, policies and ambitions for transport services and transport investment in the city region until 2040. The current LTP3 was published in 2011 is two separate documents (covering Merseyside and Halton) and needs to be updated with input from the public.

With a clear vision and goals, the plan provides a blueprint for making the public transport network more integrated, sustainable and accessible to all – which are the key pillars of Liverpool City Region Mayor Steve Rotheram' vision for a London style transport system.

It sets out what transport needs to do in order to continue to support communities, our economy and the Combined Authority's wider objectives as a city region, looking at our overarching ambitions for rail, bus, active travel and more. It also recognises that we live in uncertain times, and where new technology is also changing how we work, live and travel."

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority, Merseytravel and Department for Transport.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

21. Climate Action Plan

As well as the global Climate Change Emergency and the Council's own commitment to achieving a net zero carbon position by 2040, the challenge to reduce energy consumption and drive budget savings at this time of crisis is acute. The rising cost of energy creates an added imperative to improve the energy efficiency of buildings and to rationalise the estate where possible to drive efficiencies and reduce budget pressures.

St Helens Council have adopted a Climate Action Plan and the LCRCA have adopted a Five Year Action Plan to help address these issues and is working with a range of organisations and stakeholders on this project. The Climate Action Plan will have general, wider air quality benefits as opposed to being focused on the existing designated AQMAs.

22. Raise Awareness of Air Quality (AQ)

St Helens Borough Council aims to ensure that the general public within St Helens are aware of the impacts of poor air quality on health. This will be carried out through applying for Defra funding to create project opportunities and to provide air quality information on the council websites and through events. Examples of how this can be achieved include:

- The St Helens Road Safety Strategy 2023-27: Working towards vision zero 2040 (2023) has recently been published to help secure a reduction in collisions. This may indirectly also have positive impacts to air quality as safer driving may increase vehicle efficiency, which in turn will improve air quality. The Road Safety Strategy encompasses a comprehensive approach that addresses not only motor vehicles but also pedestrian and cycling infrastructure. The enhancement and implementation of safe pedestrian and cycling facilities are expected to yield favourable outcomes in terms of road safety and air quality. This is predicated on the notion that an increased public preference for alternative (environmentally friendly) modes of transportation will have a direct correlation with the initiatives previously outlined. Furthermore, the Road Safety Strategy Action Plan includes references to the Bikeability and School Streets projects, both of which share the common objective of diminishing the volume of vehicular traffic during the school commute. This concerted effort is anticipated to return a beneficial effect on air quality.
- The Clean Air for Schools Project – 2,000 schools (including some located within St Helens Borough) are taking part of the Clean Air For Schools project. The aim of the project is to reduce traffic volumes outside schools, improve indoor air quality (i.e. through ventilation), create low pollution habits which will be carried over into children's adulthood and use the younger generations voice in encouraging local and national air quality improvements.
- Clean Air Crew - The Liverpool City Region Combined Authority (including St Helens) has been using funding to grant children free air quality education through the interactive website of the Clean Air Crew.

Along with NO_2 emissions, we aim to become more knowledgeable in our local particulate matter emissions through improved air quality monitoring. Once a better idea of what the local particulate matter emissions are, this can inform what future actions we take.

A big focus over the next 5 years is to bid for government funding for projects which will have direct positive impacts on air quality within the AQMAs.

23. Procuring Low Emission Vehicles for Council-Owned Fleets

The Council has developed an ongoing strategy to replace ageing council vehicles with modern and electric alternatives, which will have long term air quality and economic benefits for the Borough.

St Helens Council are working with TPPL (The Procurement Partnership) a specialist public sector procurement services provider in supporting our compliant framework agreements in delivering this project.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

24. Flexible Working and Home Working

A few years ago, the Council has led by example in supporting staff well-being through the introduction and implemented of an agile, hybrid blended working model called Ways of Working (WoW) together programme. Whilst initially rolled out across the organisation in response to the Covid 19 pandemic, the programme has been retained and continues to be further developed to modernise our working practices. And while this has been in place for a few years, the next phase is to determine how best we can promote it. This doesn't just cover working hours, locations, and workstyles; it is about being responsive and adaptive to service needs, embracing innovation and utilising technology.

Through the use of new agile hubs which are designed to allow people to work in an agile way, offering different types of spaces that facilitate service needs, providing less space for desk-based work, as this can be done at home, but introduces breakout, touchdown and collaboration spaces making the office more about working with others and not working alone, improving individuals' mental health.

The successful agile programme has enabled greater flexibility and empowers employees to work smarter whilst maintaining a healthy work-life balance. Thus, less commuting by private car within the borough will have positive implications to local air quality.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

25. Parking and Movement Strategy

- The parking and movement strategies aim to support the delivery of the wider St Helens Town Centre Regeneration programme while aligning with strategic policy objectives within the adopted Local Transport Plan, Borough Strategy, and associated strategies. In seeking to support the local economy through the provision of parking that is affordable and suitable, encourage the right parking behaviours and support the Council's environmental direction towards carbon neutrality by 2040, while promoting sustainable active travel and public transport modes.

The parking strategy will include improving the standard and quality of parking facilities and consider opportunities for consolidation to improve efficiency and accessibility of the existing parking assets within St Helens to improve the characteristics of place and distinguish between long and short stay as part of a demand management strategy. Its ambition is to keep people connected, and to create a net zero transport system by 2040, improving health and wellbeing, tackling the climate emergency, reducing private vehicle use and prioritising walking, cycling and the use of public transport.

The project focuses on general air quality improvements but there are potential positive direct impacts for the AQMAs 3 and 4.

26. Bikeability Programme

- This project involves the ongoing delivery of national standard on-road cycle training to young people and children in Merseyside through the national cycle training programme. Organised through schools, Year 5 to Year 7 pupils are offered Level 2 training that equips children with important skills to help them cycle on quiet roads. Years 7 to 8 and Year 9 (in high schools) are offered Level 3 training, which builds on Level 2 and is more advanced giving skills in dealing with busier roads and roundabouts. Training is free and offered to every school in Merseyside.

St Helens Council are working with various organisations on this project including the Liverpool City Region Combined Authority and Bikeright the projects delivery partner.

The project focuses on general air quality improvements and will not have direct impacts on the existing designated St Helens AQMAs.

Conclusions and Priorities

The general trend in NO_2 over the last five years had been a slow downward trend. However, due to the traffic reductions in 2020 due to a response to the COVID-19 pandemic, with the following rise, the air quality data shows an overall decrease since the 2021 results, but in some areas, it appears the results have not gone back to pre-covid levels.

In AQMA 1 all results are now below 40µg/m^3. All concentrations at properties in this AQMA are below the national objective for annual mean NO_2.

In AQMA 2, annual mean concentrations of NO_2 have slowly reduced and have all been below the annual objective concentrations for many years. There are no measured exceedances within AQMA 2 at any location.

The monitored results from AQMA 3 (Borough Road) show fluctuating results and not a downward trend, this is probably due to the local conditions (large incline and street canyon) as the exceedances are only seen where terraced houses line either side of the street at diffusion tube locations 19 and 24. The fluctuations over the past 5 years are likely due to the impact of the weather and not interventions. More local targeted interventions are being planned in this area to secure improvements in air quality. In 2023, there were no exceedances in the diffusion tube or automatic monitor data with the exception at Diffusion Tube locations 19 and 24 where an annual mean of 46.1 µg/m^3 was recorded.

The general trend is downwards in AQMA 4 and all monitored data in AQMA 4 is below the national objective for annual mean NO_2. The monitored levels of Nitrogen dioxide in this location have been below the national objective for well over five years. However, due to planning applications being granted, in which traffic flow through the AQMA could be affected, it is proposed to maintain the AQMA.

The main priority for reducing air quality in St Helens will be minimising impacts from new developments and providing targeted interventions to reduce Nitrogen dioxide. In 2024, St Helens will be submitting the Air Quality Action Plan (AQAP) and to implement as many measures as possible to reduce nitrogen dioxide emissions.

For AQMA 3 (Borough Road), the challenge will be finding innovative solutions to improve air quality in AQMA 3 and implementing all the projects in the draft action plan with limited budget and resources.

Local Engagement and How to get Involved

An educational air quality website for children and schools was launched in 2019. A launch event with schools and key decision makers was held in Liverpool. Packs were sent out to all schools within the Liverpool City Region and a programme for schools to undertake their own air quality assessments using diffusion tubes was launched at the beginning of 2020. Further engagement with schools was placed on hold due to the restrictions in place as a result of the pandemic. It is hoped that the website will enhance the learning and engagement around air quality issues in schools and further engagement with schools can occur in the future. The website can be found at https://kids.letscleartheairlcr.co.uk/.

An air quality website for the public within the Liverpool City Region was also launched and maintained in 2020. This can be found at Let's Clear The Air | Explore | Lets Clear The Air Liverpool City Region (letscleartheairlcr.co.uk) and contains information and publications relating to air quality within the LCR. Local air quality information can also be found on the councils dedicated web pages at https://www.sthelens.gov.uk/business/environmental-health/environmental-protection/air-quality/.

All air quality information specific to St Helens Borough Council can be found at https://www.sthelens.gov.uk/article/5188/Air-quality-monitoring.

Local Responsibilities and Commitment

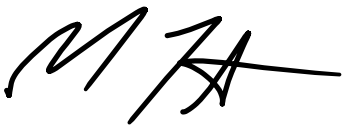
This ASR was prepared by the Place Services (Environmental Health) Department of St Helens Council with the support and agreement of the following officers and departments:

- Ruth du Plessis- Director of Public Health
- Mike Petersen – Principal Environmental Health Officer (Place Services)
- Becky Pomeroy - Head of Regulation (Place Services)
- David Saville- Principal Transport Officer (Policy, Place Services)
- John Boden – Park and Area Landscape Manager (Operations Department)
- Gareth Tyson – Manager - Network Management (Urban Traffic Control / Street Lighting) (Operations Department)
- Gila Middleton - Senior Planning Officer (Development Control) (Place Services)
- Bobbi Hunter- Technical Support Supervisor (Place Services)
- John Murdock - Building Control Manager (Strategic Growth Department)

This ASR has been approved by:

Mike Peterson, Principal Environmental Health Officer and Ruth Du Plessis, Director of Public Health.

This ASR has been signed off by a Director of Public Health.



Principal Environmental Health Officer

Director of Public Health

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1 Local Air Quality Management

This report provides an overview of air quality in St Helens during 2023. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by St Helens Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained, and provide dates by which measures will be carried out.

A summary of AQMAs declared by St Helens Council can be found in Table 2.1. The table presents a description of the four AQMAs that are currently designated within St Helens. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- NO_2 annual mean.

The Linkway and High Street AQMA.s are eligible for revocation. However, due to upcoming developments, St Helens intends to keep them as AQMA’s in order to keep in place stricter monitoring and planning contingencies.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 1 M6 (Motorway)	30th April 2009	NO_2 Annual Mean	An area encompassing the M6 running its entire length through the Borough	YES	65	31	4	AQAP for AQMA 1, March 2013 (2023 AQAP in preparation)	In draft
AQMA 2 Newton le Willows High Street	30th April 2009	NO_2 Annual Mean	Residential properties along High Street Newton le Willows (A49) between the junctions of Ashton Road and Church Street	NO	40.1	25.1	10+	AQAP for AQMA 1, March 2013 (2023 AQAP in preparation)	In draft

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 3 Borough Road	30th November 2011	NO_2 Annual Mean	An area encompassing residential properties along Borough Road between the junctions of Westfield Street and Prescot Road, including 5-9 Alexandra Drive and 1-17 Prescot Road	NO	64	**46.1**	0	AQAP for AQMA 1, March 2013 (2023 AQAP in preparation)	In draft
AQMA 4 Linkway	30th November 2011	NO_2 Annual Mean	Residential development adjacent to the Linkway (A570)	NO	42.11	23	10	AQAP for AQMA 1, March 2013 (2023 AQAP in preparation)	In draft

☒ **St Helens Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **St Helens Council confirm that all current AQAPs have been submitted to Defra.**

2.2 Progress and Impact of Measures to address Air Quality in St Helens

Defra's appraisal of last year's ASR concluded that the AQAP should be completed and submitted in 2024 and that the council should look into revoking any AQMA's which have not exceeded over that past three years. Details for why the council will not be revoking any AQMA's at this stage are detailed above.

St Helens Council has taken forward a number of direct measures during the current reporting year of 2023 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 26 measures are included within Table 2.2, with the type of measure and the progress St Helens Council have made during the reporting year of 2023 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2. It should be noted, these are the measures which form the draft 2024 Action Plan.

More detail on these measures can be found in their respective Action Plans. Key completed measures (from the previous action plan) are:

- A580 Pewfall junction improvement scheme, which reduced levels of queuing traffic in addition to the provision of dedicated cycle and pedestrian crossing facilities.
- A570 Sherdley Roundabout improvement scheme, which provided toucan crossing facilities to encourage cycling and walking, together with widened footways and widened lane widths to improve traffic flows.
- A57 Warrington Road corridor safety improvement scheme to smooth flow and provide improved pedestrian and cycling facilities.
- Sustainable Transport Enhancement Package (STEP) was a six-year programme that completed in March 2021 and delivered new routes to increase cycling and walking.
- Sustainable Urban Development Scheme, which completed in December 2021 and involved the construction of new cycle paths.
- Emergency Active Travel Fund Tranche 1 & 2 to create cycling improvements, increase the number of cycling and walking trips and to deliver school streets at three schools in the borough.

- Smart driving technology project and in cab heating to reduce idling and encourage more efficient driving, which was completed in 2021.

St Helens Council expects the following measures to be completed over the course of the next reporting year:

- By Ours Cowley Hill Liveable Neighbourhood
- Omega West Transport Strategy
- Lea Green to Whiston Hospital (ATR3)
- St Helens Southern Gateway
- Parkside Link Road
- Electric Vehicle Charging Infrastructure Strategy
- Transport and Travel Supplementary Planning Document (SPD)
- Emerging Local Transport Plan 4 (LTP4)

St Helens Council's priorities for the coming year are to reduce traffic volume and improve traffic flows, improve public transport and active travel infrastructure to encourage sustainable travel, ensure that future development proposals will not have negative impacts on air quality, and explore mitigation measures to improve local air quality where possible.

St Helens Council worked to implement these measures in partnership with the following stakeholders during 2023:

- Liverpool City Region & Cheshire Air Quality Technical Group (AQTECH).
- Merseytravel
- Network Rail; and
- Liverpool City Region Combined Authority (LCRCA)

The principal challenges and barriers to implementation that St Helens Council anticipates facing are funding and resource challenges.

Progress on the following measures has been slower than expected due to:

- Updating the Action Plan due to resourcing. St Helens are confident it will be issued to Defra July 2024.

St Helens Council anticipates that the measures stated above and in Table 2.2 will achieve compliance in:

- High Street, Newton
- M6/Southworth Road
- St Helens Linkway

Whilst the measures stated above and in Table 2.2 will help to contribute towards compliance, St Helens anticipates that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of Borough Road.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1.	Carr Mill Rail Station Redevelopment	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2030+ (Subject to securing funding & planning permissions)	2030+ (Subject to securing funding & planning permissions)	SHBC, LCRCA, Merseytravel, Network Rail, third-party landowners.	Not secured: Developer Contributions, LCRA, DfT Highway Infrastructure Funding, DfT Control Period	No	Funding for SHBC activity only	>£10 million	In Progress	Reduced vehicle emissions	Reduction in traffic volumes	At design phase. Strategic Outlined Business Case (SOBC)	Lengthy Timescale in securing funding and land acquisitions
2.	By Ours Cowley Hill Liveable Neighbourhood	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services & Cycle network	2024	2024	SHBC, LCRCA, Sustrans	DfT, LCRCA, Active Travel Tranche 3 Funding, Sustrans, UKSPF	No	Partially funded (phased delivery)	£1 million - £10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Concept design stage and public consultation complete in July 2023.	Acceptability of proposed interventions against Council Policy, securing full funding
3.	St Helens Multi Modal Interchange SHMMI/ Connected Places	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services & Cycle network	2026-27	2026-27	SHBC, Merseytravel, LCRCA, DfT, English Cities Fund, Town Deal Board	Town Deal Fund, SHBC Capital, City Region Sustainable Transport Settlement (CRSTS)	No	Partially funded (phased delivery)	>£10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	RIBA Stage 3 design complete. Contractor appointed.	Land Acquisition Financial impacts of inflation. Force Majeure events
4.	Green Bus Routes (Hydrogen buses)	Transport Planning and Infrastructure	Bus route improvements	2027	2027	LCRCA, Merseytravel, SHBC, Neighbouring Authorities, Bus Operators	City Region Sustainable Transport Settlement (CRSTS)	No	Funded	>£10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Design Stage	Lengthy timescale in delivering cross-border authority scheme
5.	St Helens Central to St Helens Junction disused railway line	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2030+	2030+	Network Rail, Northern Rail, Merseytravel, LCRCA, SHBC	Not secured: Developer Contribution, DfT Control Period, LCRCA	No	Funding for Feasibility Study Only	>£10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Feasibility study currently being undertaken.	Financial viability (cost benefit analysis) Land Acquisitions
6.	Omega West Transport Strategy	Transport Planning and Infrastructure	Bus route improvements, cycle network	2024	2024	SHBC, Miller Developments, Merseytravel, LCRCA, Warrington Borough Council	Section 106 Funding Agreement	No	Funding for bus service only	£1 million - £10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Development stages for potential bus routes. Options appraisal for cycle network links.	Securing funding to progress cycle network improvements

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
7.	A580 East Lancashire Road (ATR1)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2030+	2030+	SHBC, LCRCA, Merseytravel, National Highways	DfT, LCRCA Active Travel Funding, Developer Contributions	No	Funding for detailed design only	£1 million - £10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Concept design complete, consultation underway.	Securing funding to progress scheme to construction
8.	Jubits Lane to Widnes (ATR2)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2027+	2027+	SHBC, LCRCA, Merseytravel, Forestry England, Halton Borough Council	DfT, LCRCA Active Travel Funding, Developer Contributions	No	Funding for detailed design only	£1 million - £10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Detailed design complete, tending for construction partner.	Securing funding to progress scheme to construction
9.	Lea Green to Whiston Hospital (ATR3)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2024	2024	SHBC, LCRCA, Merseytravel, Knowsley Borough Council	DfT, LCRCA Active Travel Tranche 4 Funding, Neighbouring Authority local contribution, Developer Contributions	No	Partially Funded (phased delivery)	£1 million - £10 million	In Progress	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	Detailed design with general arrangement drawings to be complete	Securing funding to construct remaining scheme phases.
10.	St Helens Southern Gateway	Traffic Management	Strategic highway improvements	2023-24	2023-24	SHBC, LCRCA, Merseytravel, Northern Rail, Network Rail	Liverpool City Region's Transforming Cities Fund	No	Funded	>£10 million	Completed	Reduced vehicle emissions (modal shift)	Reduction in traffic volumes (modal shift)	CYCLOPS completed in 2023, with remaining connecting cycle routes and Lea Green Railway Improvements due to be complete in 2024.	Force Majeure events
11.	Digital infrastructure programme	Promoting Travel Alternatives	Encourage / Facilitate home-working	2025-26	2025-26	SHBC, LCRCA, Town Deal Board	Town Deal Funding	No	Funded	£1 million - £10 million	In Progress	To be confirmed	Indirect benefit	Concept design stage, progressing to early contractor involvement.	Funding limitations Financial impacts of inflation
12.	Glass Futures	Environmental Permits	Measures to reduce pollution through IPPC Permits going beyond BAT	2023	2023	Glass Futures, SHBC	Glass Futures	No	n/a	n/a	Ongoing	To be confirmed	Indirect benefit	Site open and due to operate in 2024.	None
13.	Parkside Link Road	Transport Planning and Infrastructure	Other	2024	2024	SHBC, Langtree, Balfour Beatty, LCRCA, National Highways, Warrington Borough Council	LCRCA, Freeport, Strategic Investment Fund, SHBC	No	Funded	>£10 million	In Progress	Reduced vehicle emissions on local road network	Reduction in traffic volumes on local road network	Under construction and scheduled for completion in 2024	None
14.	Parkside Strategic Rail Freight Interchange	Freight and Delivery Management	Other	2027+	2027+	SHBC, LCRCA, National Highways, Liverpool City Region Freeport, Network Rail, Site Developers, SRFI Operator	LCRCA Freeport, Strategic Investment Fund, SHBC, Developer contributions.	No	TBC	>£10 million	In Progress	Reduced vehicle emissions	Reduction in traffic volumes	At design stage	Securing funding Development Consent Order DfT signing-off proposed rail freight timetable

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
15.	Vehicle Replacement/ Retrofit Project	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	2024	2024	SHBC, St Helens Chamber, Defra	Defra	Yes	Partially Funded	£500k - £1m	In Progress	TBC	Number of vehicles replaced, and the efficiency increase between the old and new vehicles.	In progress	N/A
16.	Indoor Air Quality Project	Public Information	Other	2025	2025	SHBC, Warrington BC	Defra	Yes	Partially Funded	£100k - £500k	In Progress	TBC	Pollutant improvements in individual homes.	In progress	N/A
17.	EV Strategy	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2023-24	2023-24	SHBC, LCRCA, DfT, External EVCI market	DfT Local Electric Vehicle Infrastructure (LEVI), Developer Contributions	No	Partially Funded via LEVI	£1 million - £10 million	In Progress	Reduced vehicle emissions	Number of vehicles changing from fossil fuels to electric charging only.	Public consultation completed in Autumn 2023, final report due back to Cabinet in Winter 2023.	Securing funding Appointment of EVCI delivery partner(s) DNO Connections
18.	Local Cycling and Walking Infrastructure Plan (LCWIP)	Promoting Travel Alternatives	Promotion of cycling & promotion of walking	2023	2023	SHBC, LCRCA, Sustrans	DfT, LCRCA Active Travel Funding, Capability and Ambition Fund, Developer Contributions	No	Partially funded for scheme development	>£10 million	In Progress	Modal shift to active travel modes	Modal shift to active travel modes	SHBC LCWIP adopted at Cabinet in April 2023.	Securing funding to progress scheme development
19.	Transport and Travel SPD	Policy Guidance and Development Control	Other	2023-24	2023-24	SHBC	SHBC, Capability and Ambition Fund, Developer contributions	No	Funded	£10k - £50k	In Progress	Modal shift to sustainable travel modes	Modal shift to sustainable travel modes (walking, cycling, public transport)	Preparing for public consultation in Winter 2023.	None
20.	Emerging LTP4	Policy Guidance and Development Control	Other	2024	2024	LCRCA, SHBC, Merseytravel, DfT	LCRCA, DfT, Government devolved grant allocations	No	N/A	>£10 million	In Progress	Modal shift to sustainable travel modes	Modal shift to sustainable travel modes (walking, cycling, public transport)	Draft LTP4 in progress	Securing funding from central government
21.	Climate Action Plan	Policy Guidance and Development Control	Other	2022	2022	Various (see plan)	Various (see plan)	No	N/A	N/A	Ongoing	Net Zero Carbon by 2040	CO_2 emissions	Ongoing	N/A
22.	Raise Awareness of AQ	Public Information	Via all means possible	Ongoing	Ongoing	SHBC	N/A	No	N/A	N/A	Ongoing	N/A	N/A	Ongoing	N/A
23.	Procuring Low Emission Vehicles for Council-Owned Fleets	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	Ongoing	Ongoing	SHBC, TPPL	SHBC, Government Grants	No	Funded	£1 million - £10 million	Ongoing	Net Zero Carbon by 2040	CO_2 emissions Reduction	Ongoing procurement of electric and hydrogen vehicle fleet	N/A

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
24.	Flexible working and home working encouraged	Promoting Travel Alternatives	Encourage / Facilitate home-working	Ongoing	Ongoing	SHBC	SHBC	No	Funded	TBC	Ongoing	Number of people working from home	CO_2 emissions Reduction	Modern workforce programme fully implemented 2020	The Council has led by example and introduced home working. The next phase is to determine how to refine the initiative to maximise benefits.
25.	Parking Strategy	Promoting Low Emission Transport	Other	Ongoing	Ongoing	SHBC	SHBC	No	Unfunded	TBC	Ongoing	TBC.	NO_2 emission reduction in AQMAs	In progress	Existing contracts with service providers. Funding. Political Support.
26.	Bikeability Programme	Promoting Travel Alternatives	Promotion of cycling	Ongoing	Ongoing	SHBC, LCRCA, Bikeright	DfT	No	Funded Annually	£500k - £1m	Ongoing	Increase in cycle usage	Number of cycle trips	Ongoing	School uptake

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[7], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

St Helens Council is taking the following measures to address $PM_{2.5}$:

- The updated air quality action plan will implement as many measures as possible to tackle $PM_{2.5}$ emissions.
-
- Raise awareness of the correct disposal routes for waste, not to burn waste, also to compost green waste and we provide a green waste collection service.
-
- Each year St Helens undertakes operation Good Guy to remove combustible materials, waste and bonfire materials from all public space, open ground, and gardens to limit the number of bonfires. St Helens advertise this, and residents are able to report build ups of waste to the council for removal.
-
- We respond to complaints about commercial premises using burning as a method of waste disposal and respond to nuisance complaints about neighbours consistently burning waste under the Environmental Protection Act 1990.
-
- St Helens Council actively promotes eco-driving which include the reduced braking and tyre wear which is a cause of $PM_{2.5}$.
-
- All permitted premises and planning applications are encouraged to utilise gas fired boilers instead to diesel powered boilers to reduce the $PM_{2.5}$ and PM_{10} emissions.

[7] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

- As a statutory consultee on planning applications, we ask for dust management plans to limit the amount of dust on site, and to stop burning of any waste arising.

Information is available on the council website and is included in the educational website aimed at children and schools.

In 2022, St Helens, along with the Merseyside combined authority will be involved in the consultations of Environment Act Targets (in line with UK100 response). The responses will focus on the changes to the $PM_{2.5}$ updated guidelines.

In 2022, St Helens and Warrington Borough Council submitted in an application for the Defra Grant bid. The project aims to help increase awareness of indoor air quality, including raising awareness of $PM_{2.5}$ pollutants from log burning. Early in 2023, St Helens and Warrington Borough Councils were notified as to the success of the bid. We got the conformation of the funding in March 2023 and the project is now underway.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2023 by St Helens Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2019 and 2023 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

St Helens Council undertook automatic (continuous) monitoring at four sites during 2023. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. The https://www.ukairquality.net/ page presents automatic monitoring results for St Helens, with automatic monitoring results also available through the UK-Air website .

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

St Helens Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 32 sites during 2023. Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2023 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

All monitoring results were below the annual mean for nitrogen dioxide at all the automatic monitoring sites and at all the diffusion tube locations with the exception of DT 19 and 24 which are located at 55 Borough Road. No exceedances were found to be above the 60µg/m3 indicating that there are no exceedances of the 1- hour mean objective.

All AQMAs had no exceedances of the annual mean objective with the exception of diffusion tubes 19 and 24 which are located at 55 Borough Road within the Borough Road AQMA. There are no exceedances of the daily or annual mean objective in any of the other monitored locations.

It should be noted for the diffusion tube monitoring, annualisation was carried out on diffusion tubes 6 and 15.

There are three sets of co-located duplicate diffusion tubes at the Linkway monitor, the Southworth Road monitor, and the High Street monitor. A local bias adjustment factor of 0.86 was derived using the Linkway and Southworth Road monitors. As this was higher than the national factor of 0.77, the local factor was used to represent a worst-case

scenario. As the High Street Diffusion Tubes are attached to a nearby lamppost as opposed to the monitor itself, they were excluded from the annualisation final calculations. The Diffusion Tube Data Processing tool automatically brought in the High Street data into the annualisation calculations (as recorded in Table C1) but this was not used in deriving the final result.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

The monitored annual mean concentration for 2023 at the Linkway analyser (LW) was 18 µg/m^3. There were four exceedances of the PM_{10} daily mean. Both of these results were lower than 2022.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

The 2023 national bias factor was applied to the 2023 PM_{10} results to give an estimate of the $PM_{2.5}$ annual mean concentrations as per box 7-7 of the LAQM.TG (22) guidance. As with the PM_{10} results, the 2023 annual mean estimation was lower than the 2022 estimated annual mean concentration.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
LW	St Helens Linkway	Roadside	350815	395260	NO_2, PM_{10}	YES AQMA 4	Chemiluminescent; BAM	165	5.35	2.44
SR	St Helens Southworth Road	Roadside	360045	395643	NO_2	YES AQMA 1	Chemiluminescent	10	3.2	2
HS	St Helens High Street	Roadside	358975	395804	NO_2	YES AQMA 2	Chemiluminescent	1.06	3.65	2
BR	St Helens Borough Road	Roadside	350403	394961	NO_2	YES AQMA 3	Chemiluminescent	23	2.5	1.48

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	170 Southworth Road	Roadside	360109	395661	NO_2	No	0.0	16.3	No	2.0
2	1 Skitters Grove	Roadside	356549	399577	NO_2	No	0.0	22.8	No	2.0
3	Taylor park	Urban Background	349485	394766	NO_2	No	32.2	N/A	No	2.4
4	27 Syston Avenue	Suburban	352451	396735	NO_2	No	0.0	12.9	No	1.7
5	151 west End Road	Suburban	353891	396714	NO_2	No	0.0	4.5	No	1.9
6	Parkside Lamppost	Suburban	359498	394646	NO_2	No	45.4	1.7	No	2.4
7, 10, 31	160 Southworth Road	Roadside	350403	394961	NO_2	No	10.0	3.2	Yes	2.0
8	157 high Street	Roadside	358774	395880	NO_2	Yes, Newton High Street AQMA (No.2)	0.0	10.6	No	1.9
9	3 Waterworks cottages	Roadside	359915	395639	NO_2	No	0.0	11.5	No	1.8
11	Southworth Road LP 11	Roadside	360065	395653	NO_2	No	0.0	4.6	No	1.9
13	22 Union Bank lane	Roadside	352391	390301	NO_2	No	0.0	7.6	No	1.8
14, 23	19 High Street	Roadside	359147	395705	NO_2	Yes, Newton High Street AQMA (No.2)	0.0	5.9	No	2.4
15	2 Parkside Cottages	Roadside	358220	397077	NO_2	No	0.0	27.4	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
16	297 Liverpool Road	Roadside	354377	397475	NO_2	No	0.0	14.3	No	2.1
17	446 Liverpool Road	Roadside	354403	397561	NO_2	No	0.0	7.9	No	1.8
18, 22	Linkway Monitor	Roadside	350815	395265	NO_2	Yes, AQMA No. 4 (Reflection Court)	165.0	5.4	Yes	2.4
19, 24	55 Borough Road	Roadside	350438	395005	NO_2	Yes, AQMA No.3 (Borough Rd)	0.0	2.6	No	2.3
20	33 Langholm Road	Suburban	355322	399625	NO_2	No	0.0	2.6	No	2.3
21	24 Greenfield Road	Roadside	350135	396128	NO_2	No	0.0	6.2	No	1.8
25, 32	High Street Monitor	Roadside	358975	395804	NO_2	Yes, Newton High Street AQMA (No.2)	1.1	3.7	Yes	2.6
26	33 Blackbrook Road	Roadside	353129	396240	NO_2	No	0.0	6.4	No	1.9
27	51 Carr Mill Road	Roadside	352336	397653	NO_2	No	0.0	13.6	No	1.1
28	206 Borough Road	Roadside	350156	394848	NO_2	Yes, AQMA No.3 (Borough Rd)	0.0	6.4	No	1.9
29	25 Prescot Road	Roadside	350456	395135	NO_2	No	0.0	1.9	No	2.4
30	4 Union Bank Lane	Roadside	352262	390226	NO_2	No	0.0	7.5	No	1.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
33	Warrington Road, Rainhill Stoops	Roadside	350386	389936	NO_2	No	5.1	11.9	No	1.9

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
LW	350815	395260	Roadside	100	99	33	25	26	28	23
SR	360045	395643	Roadside	100	99.8	**43**	34	34	37	31
HS	358975	395804	Roadside	100	89	31	30	30	27	25.1
BR	350403	394961	Roadside	100	45.7	29	26	24	25	25.8

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction.**

☒ **Where exceedances of the NO_2 annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2023.**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
1	360109	395661	Roadside	100	92.6	24.9	23.2	24.1	16.8	19.5
2	356549	399577	Roadside	100	75.5	24.7	19.2	23.4	14.2	16.6
3	349485	394766	Urban Background	100	92.3	14.3	11.2	14.0	10.0	15.1
4	352451	396735	Suburban	100	100.0	20.9	18.8	23.3	16.2	13.4
5	353891	396714	Suburban	100	83.2	22.5	20.2	21.8	18.6	19.3
6	359498	394646	Suburban	100	73.0	21.5	17.3	20.9	17.2	20.0
7, 10, 31	350403	394961	Roadside	100	100.0	31.4	31.5	36.5	26.4	26.8
8	358774	395880	Roadside	100	92.6	23.0	19.8	23.4	17.3	19.1
9	359915	395639	Roadside	100	90.1	21.7	16.7	21.2	16.7	18.0
11	360065	395653	Roadside	100	80.7	34.0	31.7	35.1	28.5	26.6
13	352391	390301	Roadside	100	92.6	22.2	19.0	22.5	15.2	18.1
14, 23	359147	395705	Roadside	100	100.0	30.7	28.0	34.4	20.5	27.7
15	358220	397077	Roadside	100	67.2	27.1	25.9	26.6	23.2	25.7
16	354377	397475	Roadside	100	100.0	20.7	18.2	22.0	16.5	16.7
17	354403	397561	Roadside	100	100.0	28.4	23.1	26.4	21.3	21.9
18, 22	350815	395265	Roadside	100	100.0	30.7	25.4	30.8	24.9	25.8
19, 24	350438	395005	Roadside	100	100.0	**44.3**	**42.7**	**49.7**	33.5	**46.1**
20	355322	399625	Suburban	100	100.0	15.0	13.5	14.1	11.5	11.3
21	350135	396128	Roadside	100	100.0	23.8	21.1	25.7	20.9	20.4
25, 32	358975	395804	Roadside	100	100.0	30.0	24.7	31.2	23.0	26.9
26	353129	396240	Roadside	100	100.0	25.0	24.2	28.5	21.8	23.7
27	352336	397653	Roadside	100	90.6	22.2	18.7	24.3	18.9	24.5
28	350156	394848	Roadside	100	100.0	25.2	22.1	27.3	19.9	22.7
29	350456	395135	Roadside	100	100.0	25.6	21.4	25.9	19.3	23.1
30	352262	390226	Roadside	100	100.0	19.8	17.4	20.4	14.7	16.1
33	350386	389936	Roadside	100	92.6	30.7	27.1	30.4	22.8	27.3

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

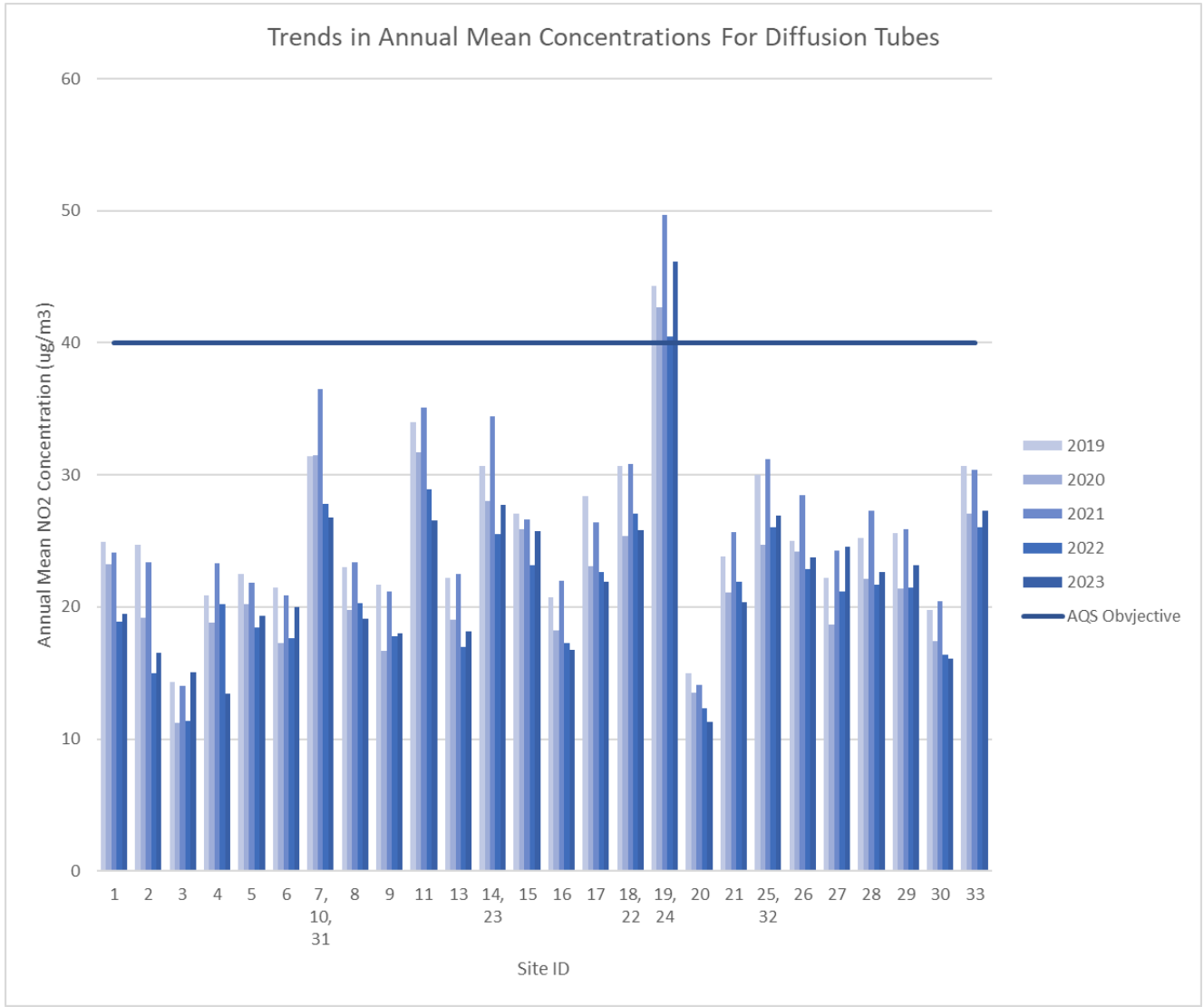
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

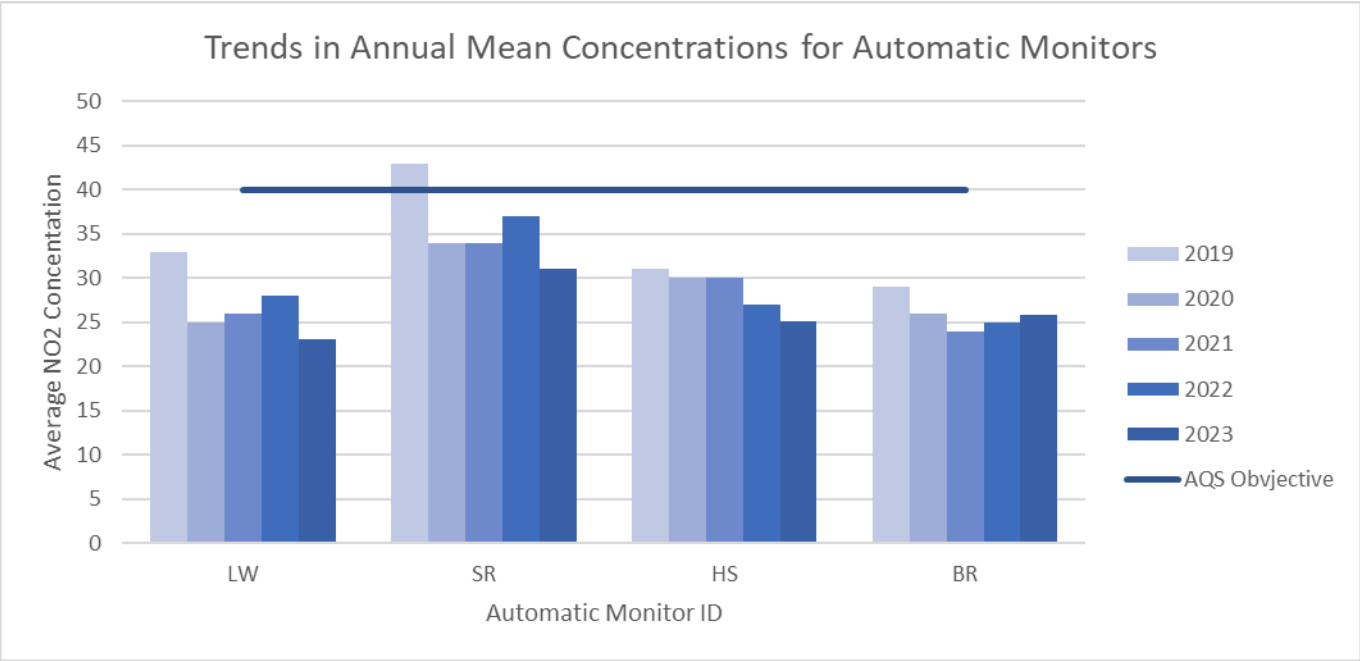
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in Annual Mean NO_2 Concentrations





For the NO_2 annual mean concentrations for diffusion tubes there has been a general increase in NO_2 levels since 2020, demonstrating levels are starting to return to normal since the impacts of COVID-19 restrictions and lockdowns. There are no exceedances of the annual mean objective in 2022 with the exception of DT 19 and 24 where an exceedance of 46.1 µg/m^3 was recorded.

For the NO_2 annual mean concentrations for the four automatic monitors, there have been no exceedances over the past five years with the exception of Southworth Road where there were exceedances in 2019. All monitors average NO_2 annual mean concentrations have decreased in in 2023 compared to 2022 with the exception of Borough Road in which there has been an increase of 0.8 µg/m^3. This could be due to the fact there was a less than 50% data capture at the site and the data had to be annualised.

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
LW	350815	395260	Roadside	100	99	0	0	0	0	0
SR	360045	395643	Roadside	100	99.8	0	0	0	0	0
HS	358975	395804	Roadside	100	89	0	0	0	0	0
BR	350403	394961	Roadside	100	45.7	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m^3 have been recorded.

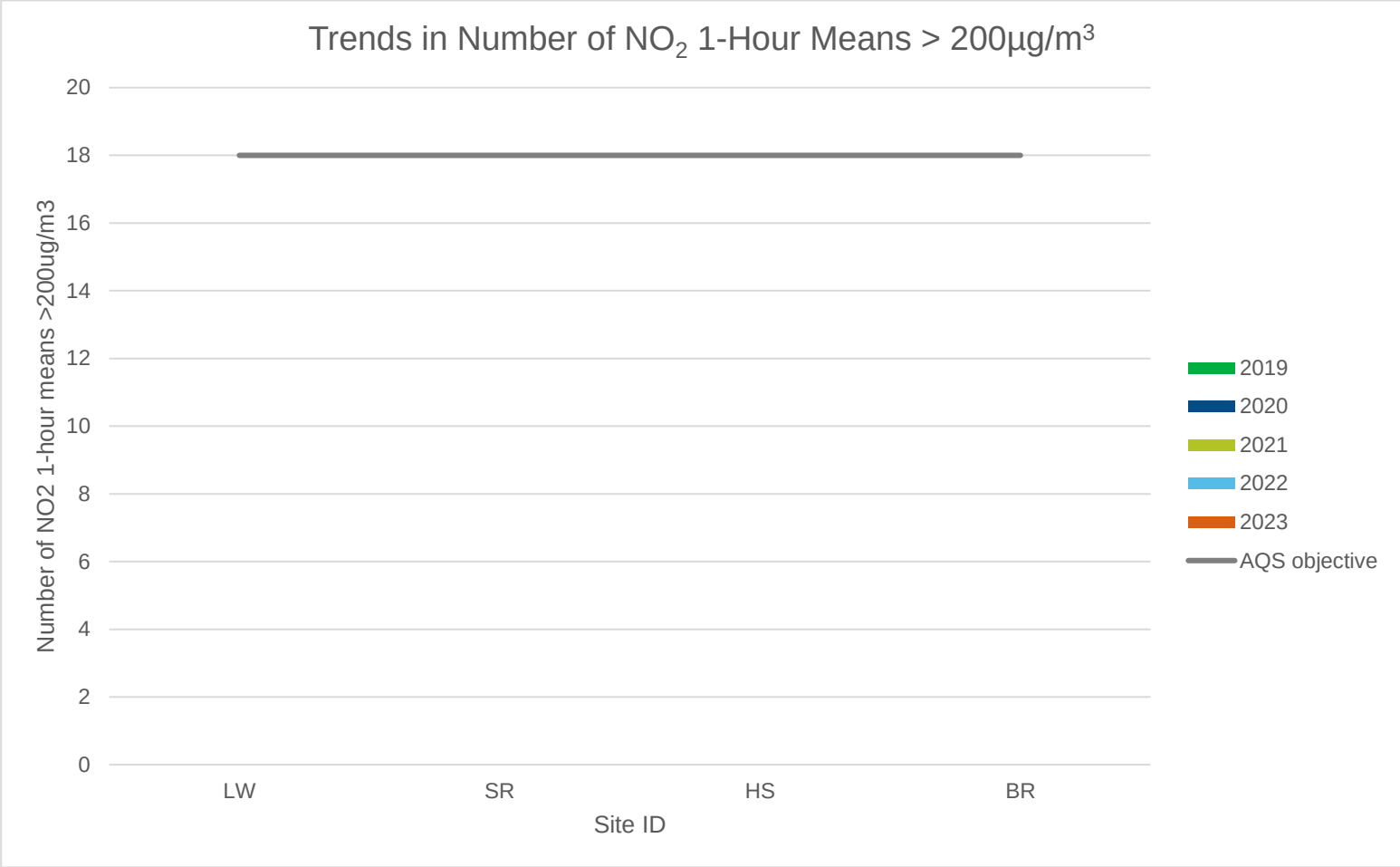
Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.2 – Trends in Number of NO_2 1-Hour Means > 200µg/m^3



There have been no exceedances greater than 200 µg/m^3 in the past five years for any of the four automatic stations. This is below the annual objective of 18 times per year.

Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
LW	350815	395260	Roadside	100	92	20	18	18	19	18

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

Notes:

The annual mean concentrations are presented as $\mu g/m^3$.

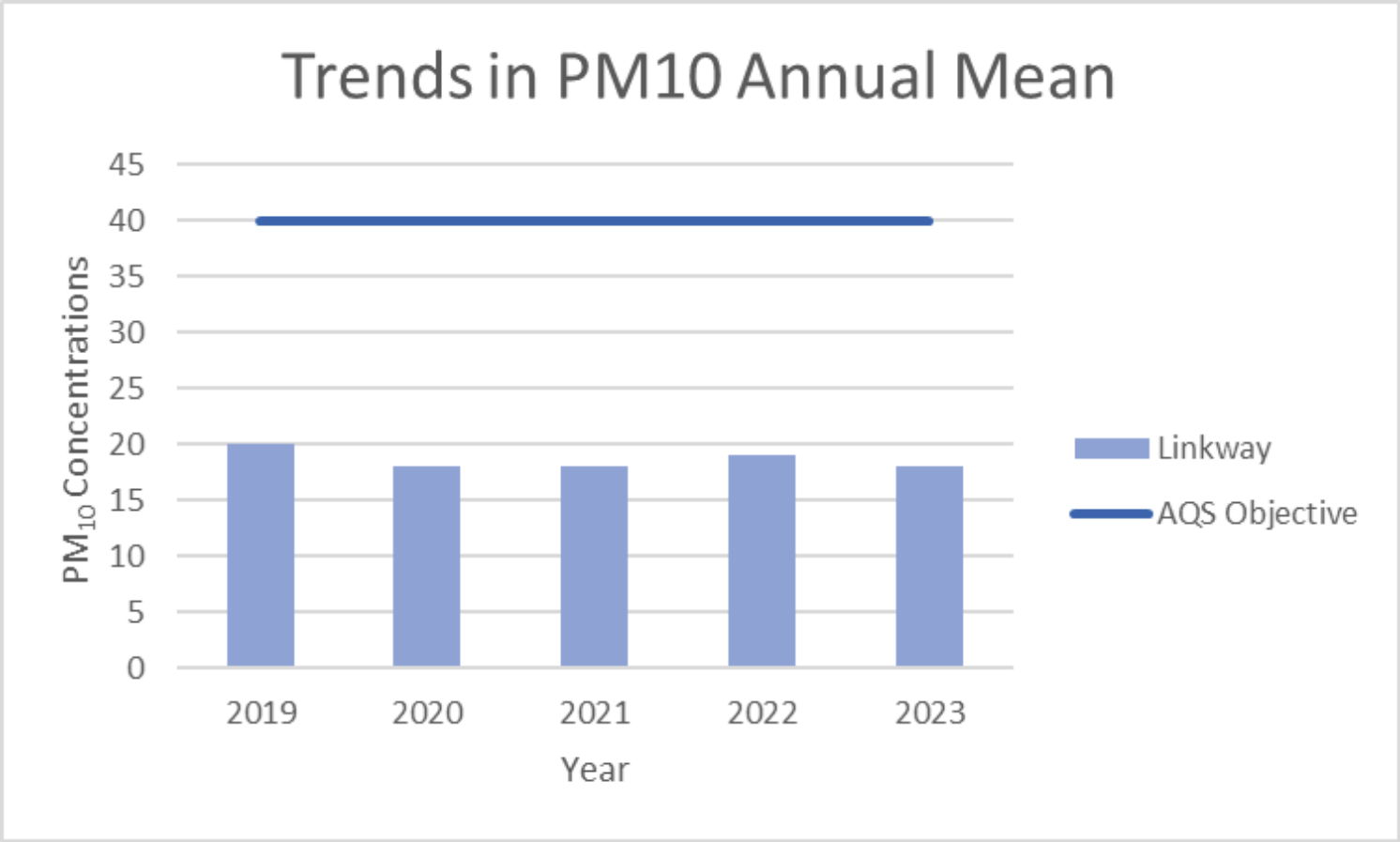
Exceedances of the PM_{10} annual mean objective of 40$\mu g/m^3$ are shown in **bold**.

All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.3 – Trends in Annual Mean PM_{10} Concentrations



For the past five years, the annual mean concentration of PM_{10} has been at less than half the concentration of the 40 µg/m3 objective at the Linkway automatic monitor. The 2023 value was slightly higher than the 2022 value.

Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
LW	350815	395260	Roadside	100	92	9	1	1	8	4

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

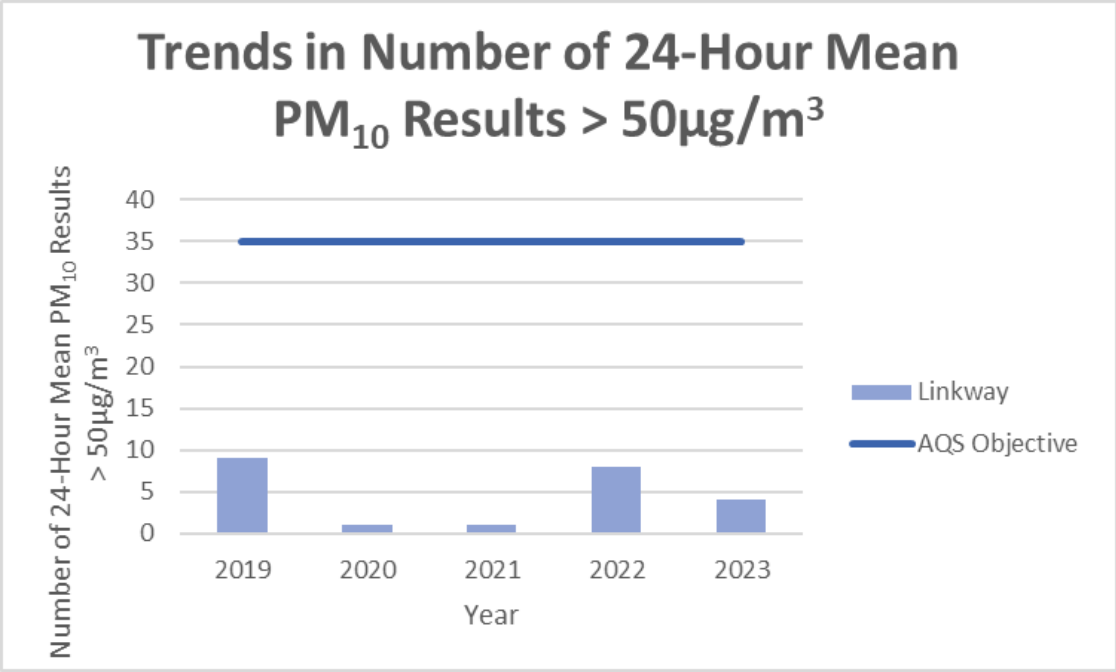
Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.4 – Trends in Number of 24-Hour Mean PM_{10} Results > 50µg/m³



For the past five years, the annual mean concentration of PM_{10} has been at less than half the concentration of the 40 µg/m³ objective at the Linkway automatic monitor. The 2023 value was lower than the values in 2022 but higher than the 2020 and 2021 value.

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
LW	350815	395260	Roadside	100	92			12.3	12.6	12.1

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

Notes:

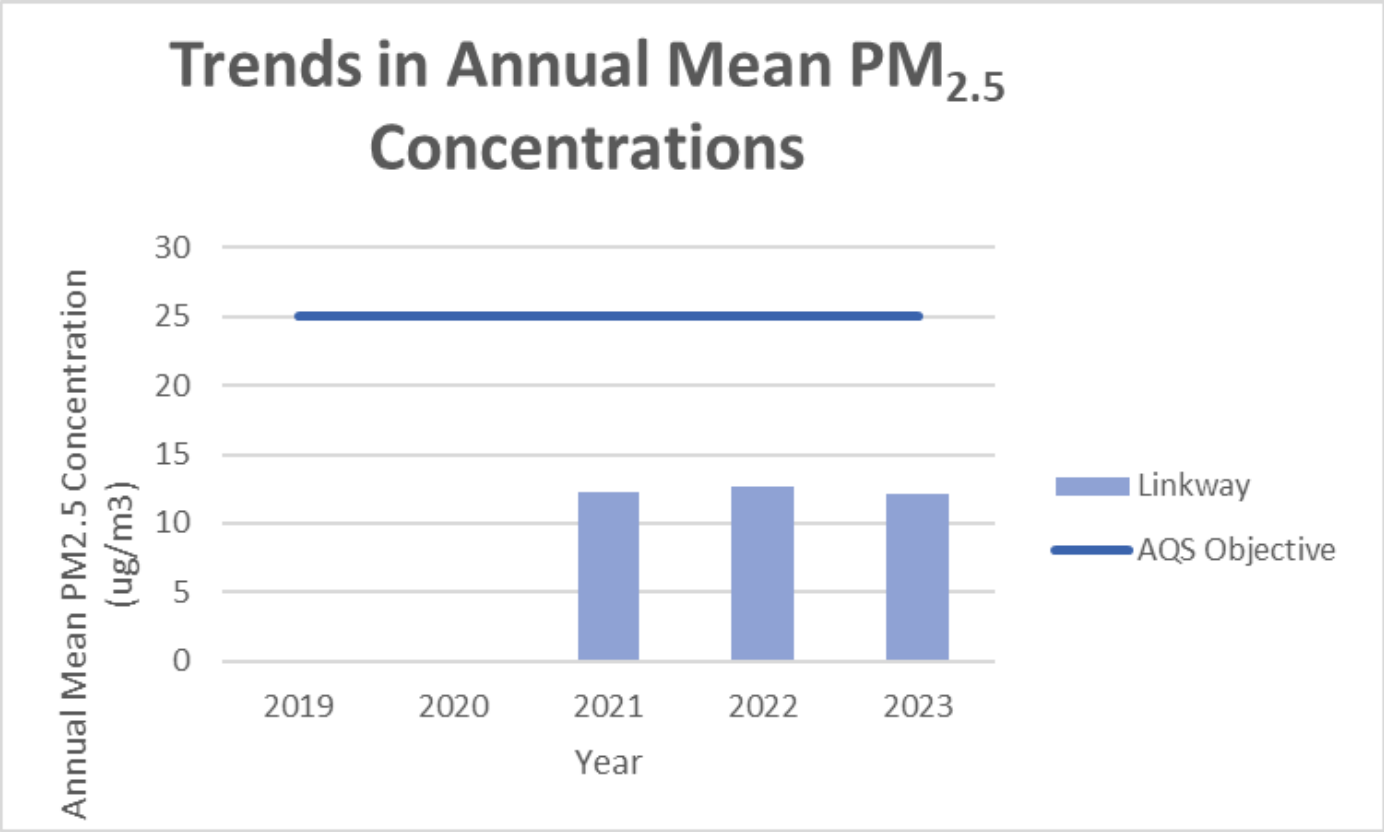
The annual mean concentrations are presented as $\mu g/m^3$.

All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.5 – Trends in Annual Mean $PM_{2.5}$ Concentrations



PM_{10} annual data has been used to estimate a $PM_{2.5}$ annual mean by using the national factors provided by Defra. There were no exceedances in 2023, and the estimated annual mean in 2022 is slightly lower than in 2022. No data is available prior to 2021.

Appendix B: Full Monthly Diffusion Tube Results for 2023

Table B.1 – NO_2 2023 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.86	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	360109	395661	31.4	29.8	23.2	19.8	18.8	16.9	14.7	19.0	21.9	21.3	31.5		22.6	19.5	-	
2	356549	399577	19.3	21.8	22.9	23.0	14.7	18.3			18.6	24.6	9.7		19.2	16.6	-	
3	349485	394766	19.8	19.7	11.8	16.3		14.9	10.0	26.3	15.6	22.2	19.0	16.6	17.5	15.1	-	
4	352451	396735	32.8	27.8	15.9	14.7	11.6	10.1	8.3	10.4	12.8	20.2	10.2	11.9	15.6	13.4	-	
5	353891	396714	25.5	29.3	17.9	22.9	16.8	17.0	10.9		22.9	29.2	31.5		22.4	19.3	-	
6	359498	394646	29.7	32.0	16.1	18.1			24.9		21.7	22.2	32.5	11.2	23.2	20.0	-	
7	350403	394961		37.2	33.9	31.0	29.3	28.9	26.4	27.1	34.2	30.7	42.0	27.8	-	-	-	Triplicate Site with 7, 10 and 31 - Annual data provided for 31 only
10	350403	394961	33.7	42.3	25.5	31.0	31.3	25.7	29.3		31.5		36.3	13.4	-	-	-	Triplicate Site with 7, 10 and 31 - Annual data provided for 31 only
31	350403	394961	41.8	42.0	34.1	35.0	30.4	25.3	25.3	26.2	33.2		31.5	20.3	31.1	26.8	-	Triplicate Site with 7, 10 and 31 - Annual data provided for 31 only
8	358774	395880	27.2	28.7	21.4	18.4	18.7	13.4	12.4	28.5	20.5	27.0	27.8		22.2	19.1	-	
9	359915	395639	26.8	31.5	21.4	20.2	18.0		12.2	13.8	21.7	21.9	27.5	14.6	20.9	18.0	-	
11	360065	395653	43.3	45.5	30.0	26.8	26.1	23.9	22.2		36.2	28.0		26.3	30.8	26.6	-	
13	352391	390301	25.8	27.2	17.6	13.3	24.0	18.0	13.6	18.0	20.2	22.0	31.6		21.0	18.1	-	
14	359147	395705	42.6	44.1	30.5	34.8	24.5	25.0	23.7	26.2	34.4	36.0	39.4	25.7	-	-	-	Duplicate Site with 14 and 23 - Annual data provided for 23 only
23	359147	395705	42.7	40.9	34.4	32.0	27.3	23.3	23.6	27.0	26.4	34.1	41.6	30.9	32.1	27.7	-	Duplicate Site with 14 and 23 - Annual data provided for 23 only
15	358220	397077	35.5	64.6				20.9	24.3	26.2	24.3	26.1	23.9		30.7	25.7	-	
16	354377	397475	22.6	27.5	20.9	18.5	21.5	15.4	10.7	17.3	20.1	18.6	25.8	14.1	19.4	16.7	-	
17	354403	397561	31.8	34.9	22.6	25.9	16.2	21.4	16.7	20.3	28.3	30.1	32.1	24.6	25.4	21.9	-	
18	350815	395265	40.9	41.1	28.8	30.1	23.3	19.8	22.4	14.9	31.8	33.0	40.4	30.8	-	-	-	Duplicate Site with 18 and 22 - Annual data provided for 22 only
22	350815	395265	41.2	40.4	30.3	24.9	21.8	22.4	19.5	26.2	31.5	33.0	37.4	31.9	29.9	25.8	-	Duplicate Site with 18 and 22 - Annual data provided for 22 only

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.86	Annual Mean: Distance Corrected to Nearest Exposure	Comment
19	350438	395005	62.8	68.5	53.1	33.4	46.0	37.8	41.7	51.1	55.2	67.3	70.2	42.4	-	-	-	Duplicate Site with 19 and 24 - Annual data provided for 24 only
24	350438	395005			62.0	54.8	43.9	44.3	39.8	43.9	59.5	59.6	62.9	53.3	53.5	**46.1**	-	Duplicate Site with 19 and 24 - Annual data provided for 24 only
20	355322	399625	17.9	20.0	12.6	13.0	9.6	10.0	7.6	8.9	13.4	19.3	18.0	7.4	13.1	11.3	-	
21	350135	396128	26.1	29.8	23.0	27.6	18.0	18.7	15.0	17.9	26.4	28.6	34.1	18.2	23.6	20.4	-	
25	358975	395804	35.4	37.7	26.7	31.9	60.5	29.8	21.4	23.8	23.8	34.4	42.0	25.2	-	-	-	Duplicate Site with 25 and 32 - Annual data provided for 32 only
32	358975	395804	32.0	35.4	34.0	31.8	27.5		19.8	25.3	31.6	31.8	34.5	23.1	31.2	26.9	-	Duplicate Site with 25 and 32 - Annual data provided for 32 only
26	353129	396240	33.3	36.0	30.2	29.5	24.9	23.6	16.3	21.0	33.5	26.8	35.0	20.3	27.5	23.7	-	
27	352336	397653	32.9	40.4	32.5	32.6	20.6	25.8	18.2		27.9	26.9	32.1	23.3	28.5	24.5	-	
28	350156	394848	34.5	32.8	18.4	27.6	30.0	24.1	19.7	25.8	26.2	28.3	36.4	11.6	26.3	22.7	-	
29	350456	395135	31.3	35.8	24.0	30.7	21.6	24.8	14.9	22.2	22.1	33.6	36.3	24.6	26.8	23.1	-	
30	352262	390226	24.6	24.2	15.9	18.4	19.2	15.6	10.8	16.6	16.9	23.8	25.3	12.6	18.7	16.1	-	
33	350386	389936	35.8		34.1	34.6	22.1	30.4	23.2	26.8	34.6	41.0	36.8	29.2	31.7	27.3	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☒ **Local bias adjustment factor used.**

☐ **National bias adjustment factor used.**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **St Helens Council confirm that all 2023 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within St Helens During 2023

St Helens Council has not identified any new sources relating to air quality within the reporting year of 2023.

Additional Air Quality Works Undertaken by St Helens Council During 2023

Works to the new Air Quality Action Plan commenced late 2022. During the end of 2023/ early 2023 a public consultation was held. The document is due to be issued to Defra July 2024.

QA/QC of Diffusion Tube Monitoring

Diffusion Tube Performance Summary 2023:

Tube Type:	50% TEA : 50% Acetone
Uncertainty:	"Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance" categorises diffusion tubes as an indicative method, and as such the uncertainty is defined as ± 25%. During in field intercomparisons, SOCOTEC's diffusion tubes perform at ±10% uncertainty.
Quality Control:	A quality control (QC) sample of known concentration is run with the samples. The data generated is then assessed using a Shewhart control chart to determine the process is under statistical control.

Analytical Repeatability: In 2023 ~8100 QC samples were analysed, achieving a relative standard deviation of 0.98%

Confidence Intervals: 2σ ±2.18%

3σ ±3.27%

Limit of Detection: The analytical limit of detection is 0.03µg NO_2.

Over a 4-week exposure this would equate to 0.6µg/m^3, or 0.3ppb

Quality Assurance:

The manufacture and analysis of NO_2 diffusion tubes is covered by our UKAS accreditation.

The laboratory has taken part in the AIR (previously WASP) proficiency scheme since its inception. To achieve the highest ranking of "Satisfactory" a laboratory must achieve a z-score of <2. For 2023, SOCOTEC had an average z-score of 0.20

Bought in ISO Guide 34 and ISO/IEC 17025 certified standards are used to prepare calibration and QC standards.

2% of tubes are checked for blankness during manufacture, to ensure there is no contamination introduced during the manufacturing process.

The method meets the requirements laid out in DEFRA's "Diffusion Tubes for Ambient NO_2 Monitoring: A Practical Guidance."

Diffusion Tube Annualisation

Annualisation was carried out on diffusion tubes 6 and 15 using the data processing tool provided by Defra. These tubes were missing due to tubes missing when arriving at their location.

Table C.1 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Linkway	Annualisation Factor Southworth Road	Annualisation Factor High Street	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
6	0.9144	0.9917	0.9991	0.9684	23.2	22.5

Site ID	Annualisation Factor Linkway	Annualisation Factor Southworth Road	Annualisation Factor High Street	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
15	0.9710	0.9653	0.9769	0.9711	30.7	29.8

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2023 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

St Helens have applied a local bias adjustment factor of 0.86 to the 2023 monitoring data. A summary of bias adjustment factors used by St Helens Council over the past five years is presented in Table C.2.

There are one set co-located triplicates at Southworth Road and two sets of co-located duplicate diffusion tubes at the Linkway monitor and the High Street monitor within St Helens. Even though the LAQM TG16 guidance states “To validate NO_2 diffusion tube data (bias adjustment), additional tubes should be exposed in triplicate at a suitable nearby automatic monitoring station, using the same monthly exposure periods as the other sites.” the duplicate tubes results were inputted into the Defra diffusion tube data processing tool.

As the High Street Diffusion Tubes are attached to a nearby lamppost as opposed to the monitor itself, they were excluded from the annualisation final calculations. The Diffusion Tube Data Processing tool automatically brought in the High Street data into the annualisation calculations (as recorded in Table C1) but this was not used in deriving the final result.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor

2023	Local	-	0.86
2022	National	03/23	0.76
2021	Local	-	0.93
2020	Local	-	0.82
2019	National	06/20	0.75

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2
Periods used to calculate bias	11	10
Bias Factor A	0.77 (0.74 - 0.79)	0.98 (0.91 - 1.05)
Bias Factor B	30% (26% - 35%)	2% (-5% - 9%)
Diffusion Tube Mean (µg/m^3)	30.8	32.2
Mean CV (Precision)	4.6%	8.4%
Automatic Mean (µg/m^3)	23.6	31.5
Data Capture	99%	100%
Adjusted Tube Mean (µg/m^3)	24 (23 - 24)	32 (29 - 34)

Notes:

A combined local bias adjustment factor of 0.86 has been used to bias adjust the 2023 diffusion tube results.

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within St Helens Council required distance correction during 2023.

QA/QC of Automatic Monitoring

Data Management – undertaken by CMCU - would be undertaken against the standards set out in TG.22.

LSO for the site is Emma Woodrow.

API and BAM at the site – detail the frequency of site visits for both sets of equipment. Audits are undertaken twice a year by QAQC (Ricardo) and servicing twice a year minimum by ET.

Ratification of data in undertaken by Ricardo and the data presented in the ASR is likely to be ratified as it is 2022 data available on UK Air.

Data should be accessible on UK Air.

This section can also include what is the ratification and validation process of data –

Validation - should be automatic screening to identify anomalous results which can be manually investigated – API gaseous data would be scaled through calibrations – regular calibrations undertaken as mentioned above.

Ratification – finalising data for reporting – all data assessed so best scaling is applied and anomalous results edited – tends to be at 3 month intervals – particulate data requires scaling – the method used https://uk-air.defra.gov.uk/data/data-availability.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

Section 7.165 in TG.22 will provide detail of the PM adjustment factors applied in the ratification of data process:

“Beta Attenuation Monitors (BAMs) pass air through a filter material and monitor the increase in mass by the attenuation of beta radiation. BAM instruments are made by multiple manufacturers.”

Automatic Monitoring Annualisation

Annualisation was carried out at the Borough Road automatic monitor due to a less than 50% data capture. The data loss was due to the monitor breaking. Annualisation was carried out using box 7-9 in the LAQM.TG (22) guidance. Glazebury and Wigan Centre monitors were used for the calculations.

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

This was not required for any of the diffusion tubes for 2023.

Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Site

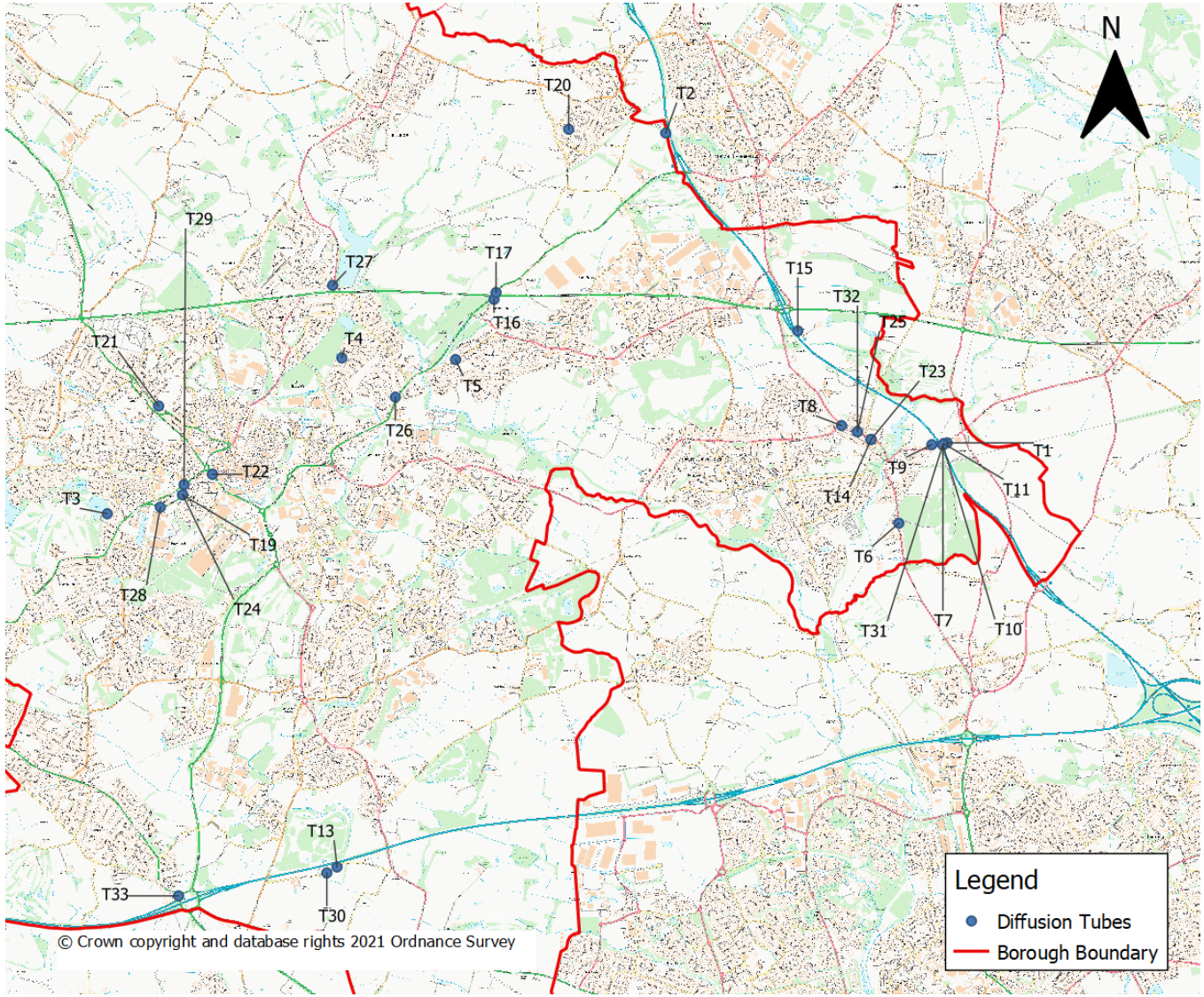


Figure D2: AQMA Map (AQMAs 1&2)

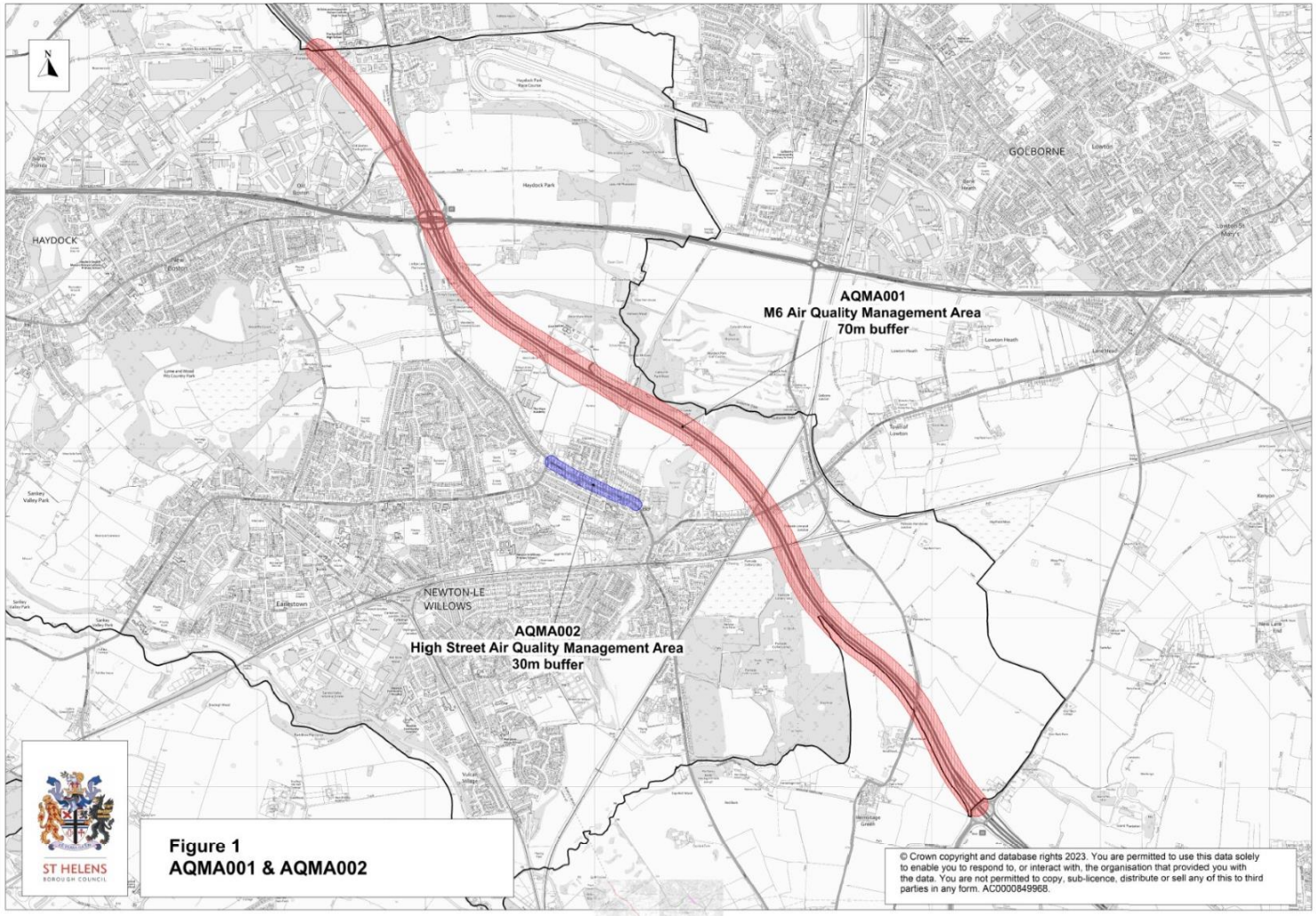


Figure D3: AQMA Map (AQMAs 3&4)

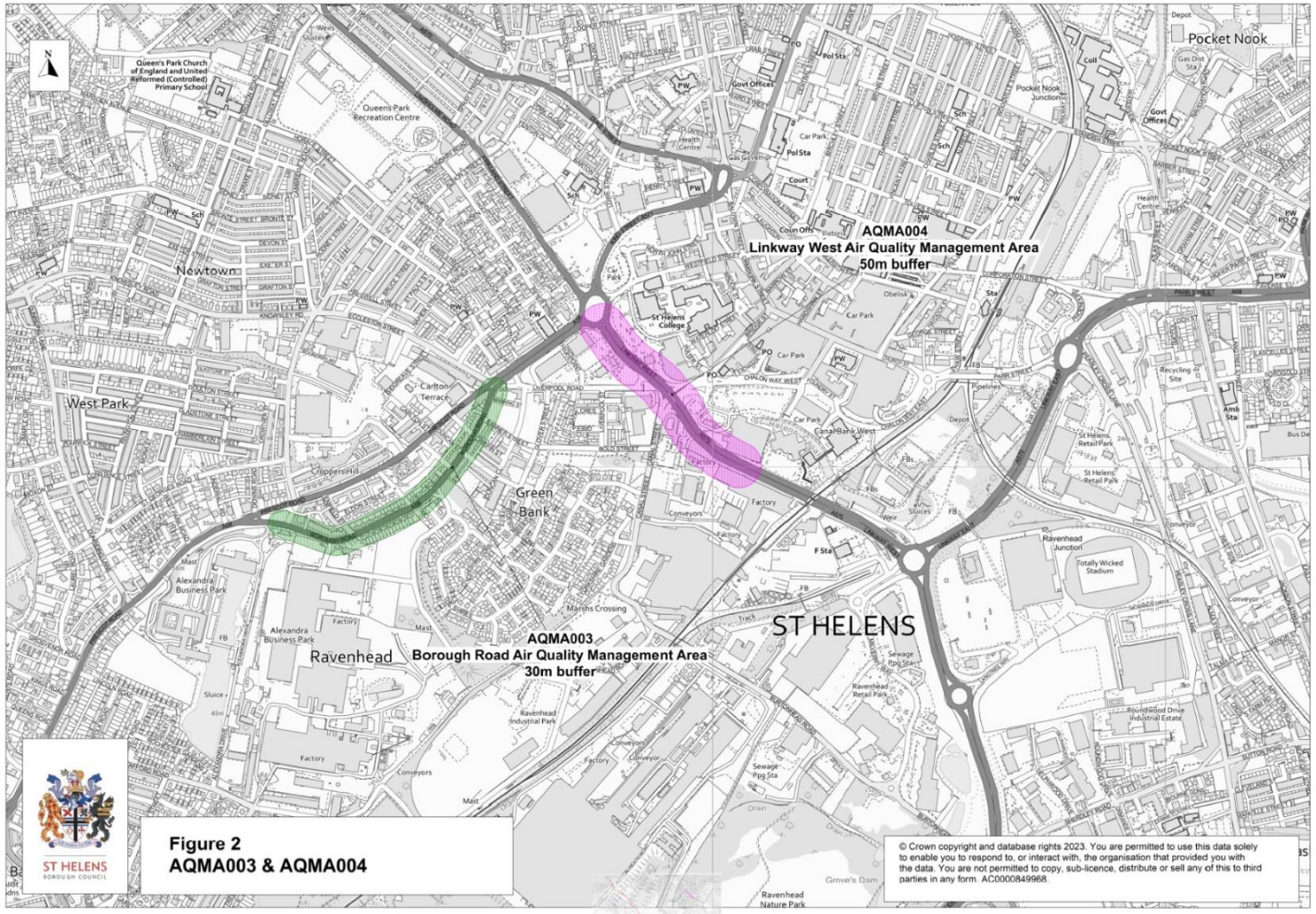


Figure D4: AQMA Overview Map

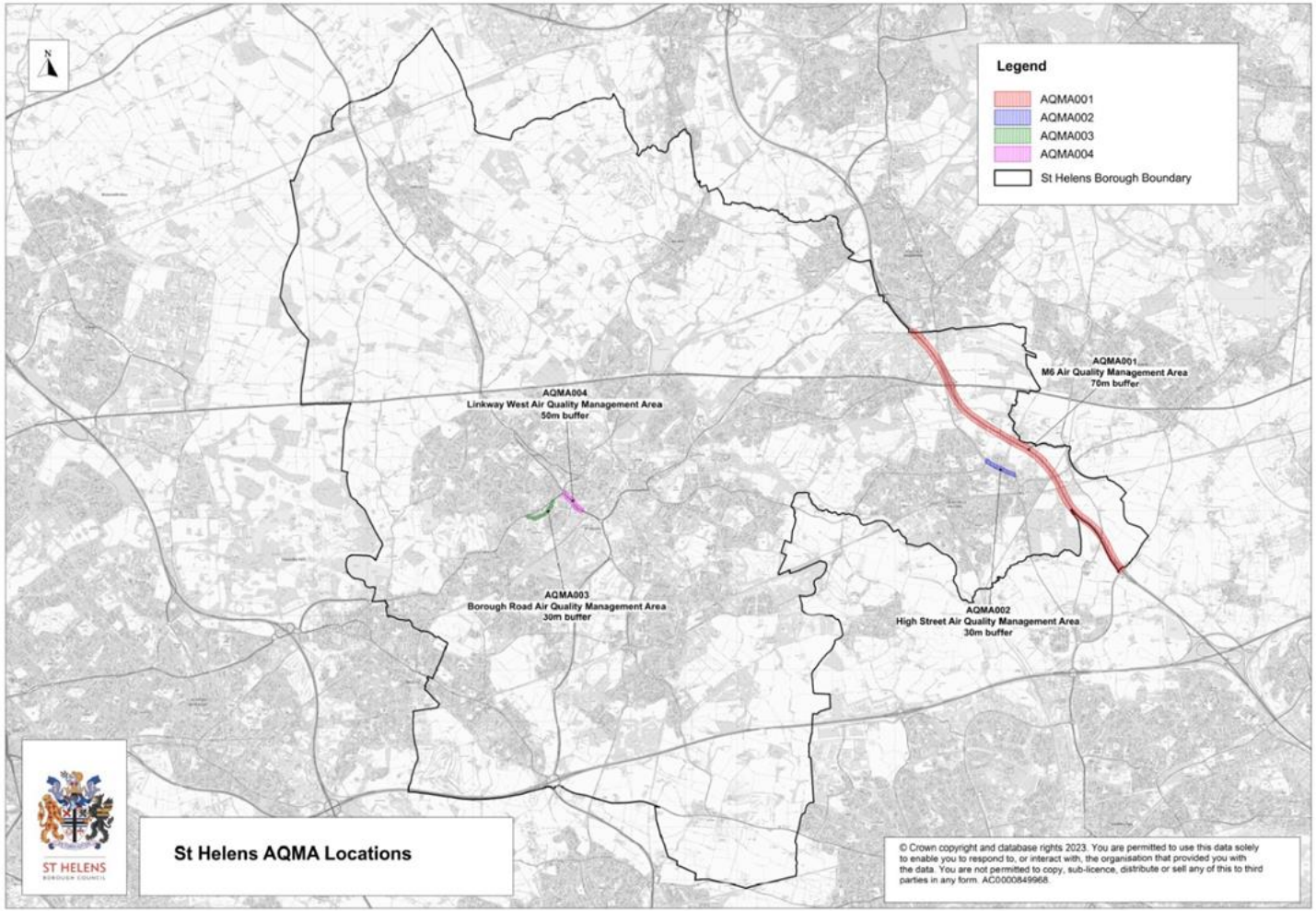


Figure D5: AQMA and Diffusion Map (AQMAs 3&4)

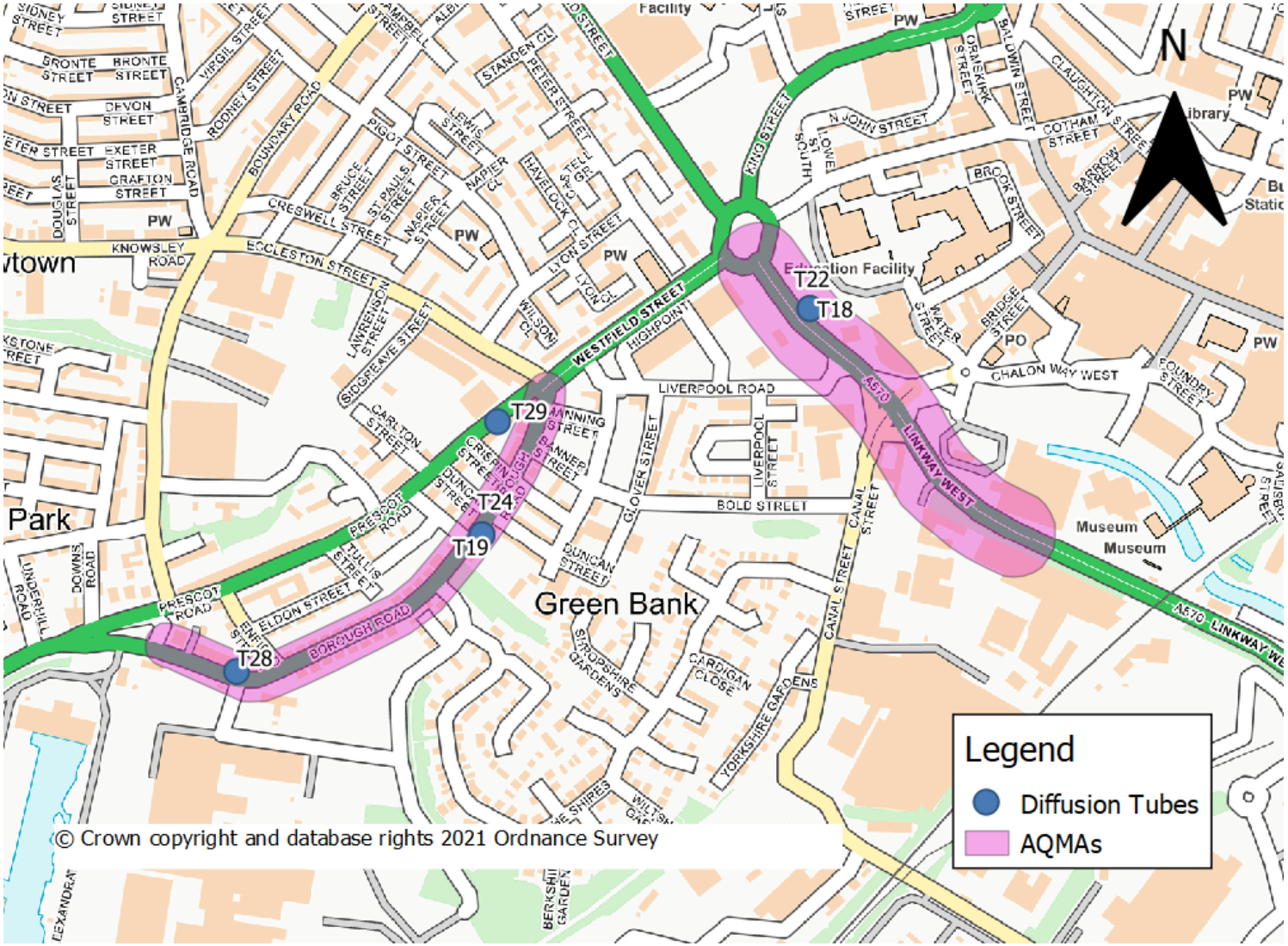


Figure D6: AQMA and Diffusion Map (AQMAs 1&2)

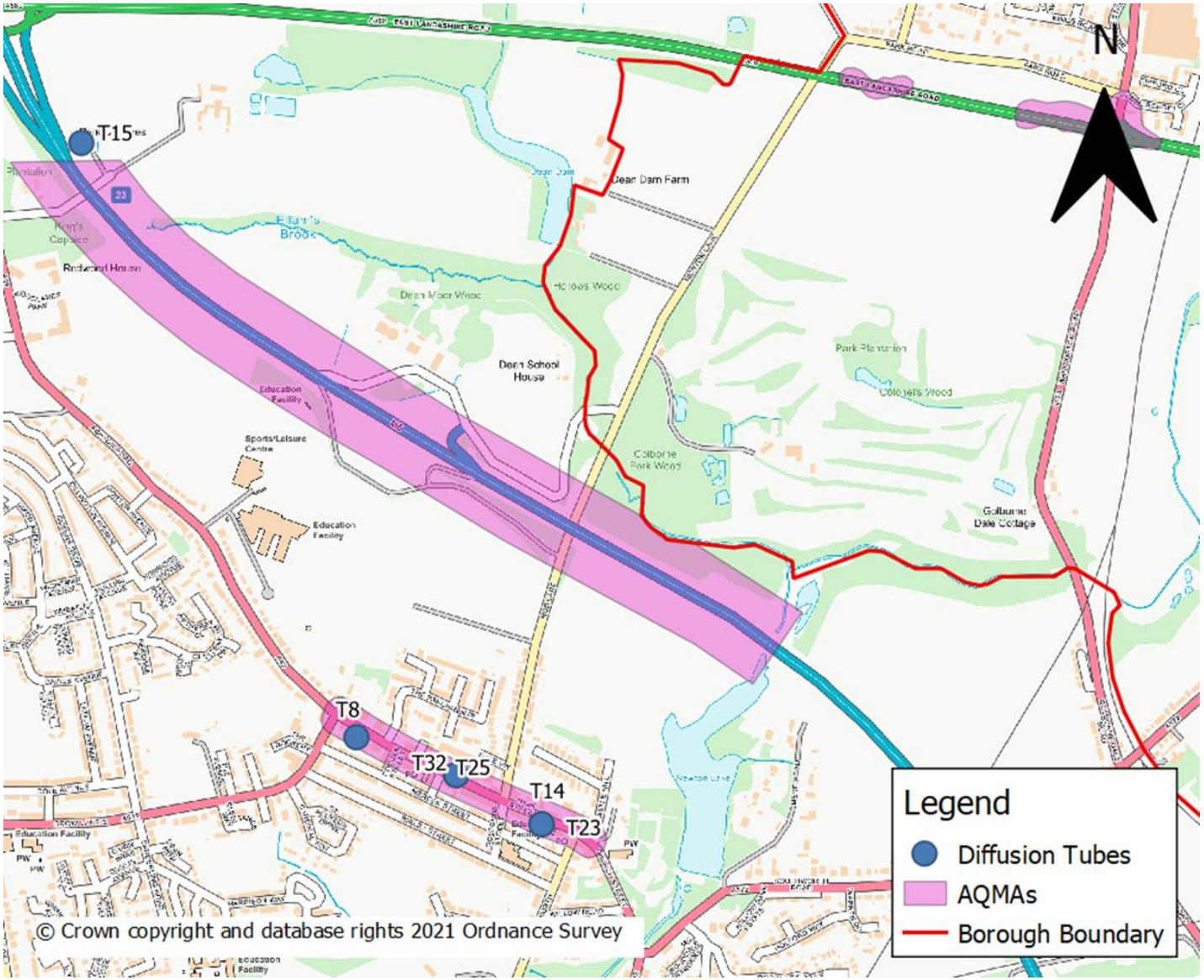
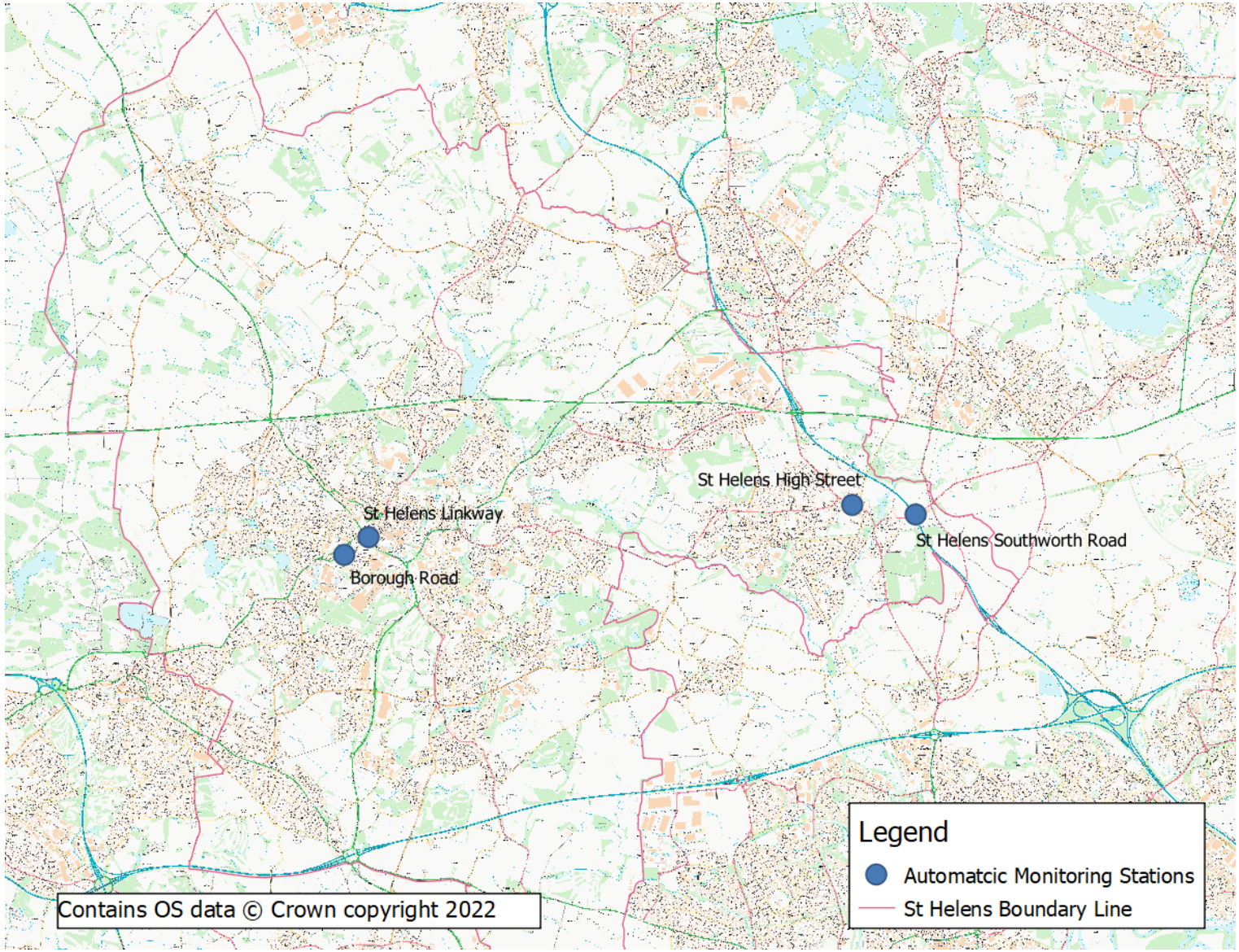


Figure D6: Automatic Monitor Locations



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[8]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[8] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Appendix F: Major Planning Applications

1. Application Number	2. Site Address	3. Proposal	4. Status	5. Decision Date	6. Extended Date	7. 26 Week Date
8. P/2023/0015/OUP	9. Promised Land Farm 10. Robins Lane 11. Kings Moss 12. St Helens 13. WA11 8RW	14. Outline application for construction of a new agricultural cultivation unit, with some matters reserved except appearance, layout, landscaping and scale.	15. Withdrawn	16. 11.04.2023	17.	18. 22/05/2023
19. P/2023/0036/S73	20. Former NHS Buildings 21. Cowley Hill Lane 22. St Helens	24. Variation of condition 14 (drainage plan) on approval P/2021/0829/FUL	25. Withdrawn	26. 14.04.2023	27.	28. 25/05/2023

	23. WA10 2AP	due to change in drainage route.				
29. P/2023/0060/FUL	30. Marydale Lodge 31. Blackbrook Road 32. St Helens 33. WA11 9RJ	34. Demolition of two-storey building & small outbuildings and erection of new extension along with new dining room extension, with additional car park, footpath and roadway works	35. Withdrawn	36. 10.05.2023	37. 09.06.2023	38. 20/06/2023
39. P/2023/0075/FUL	40. Land At Gartons Lane 41. St Helens	42. Erection of 514 dwellings via a phased approach for the provision of associated access and infrastructure works including roads, drainage infrastructure, car	43. Pending Decision	44. 17.05.2023	45. 15.02.2024	46. 27/06/2023

		parking, public open space including play facilities, landscaping and the erection of substations.				
47. P/2023/0155/FUL	48. Longton Lane Community Primary School 49. Longton Lane 50. Rainhill 51. St Helens 52. L35 8PB	53. Demolition of existing school buildings and removal of hardstanding and car park areas. Construction of a two-storey school building (Class F1(a)), a sheltered seating area covered by PV Panels, new parking arrangements,	54. Granted	55. 07.06.2023	56. 25.08.2023	57. 18/07/2023

		provision of hard and soft landscaping and associated infrastructure, including roof top PV Panels to the main building.				
58. P/2023/0176/FUL	59. Fire Clay Farm 60. Higher Lane 61. Rainford 62. St Helens 63. WA11 8NQ	64. Construction of leisure building, 2 commercial buildings, and a replacement dwelling and garage	65. Granted	66. 19.06.2023	67. 19.12.2023	68. 30/07/2023
69. P/2023/0188/S73	70. Unit 4 71. Omega West 72. Zone 8	75. Variation of condition 59 (Environmental Statements) on application	76. Granted	77. 19.06.2023	78. 28.07.2023	79. 30/07/2023

	73. St Helens 74.	P/2022/0204/S73 to increase the maximum height of Unit 4 from 19m to 22m and amend the landscaping parameters to allow the reorientation of the main building and updated Environmental Statement.				
80. P/2023/0189/RES	81. Land To The West Of Omega South & 82. South Of The M62 83. Bold 84. St Helens 85.	86. Reserved Matters Application seeking approval for Appearance, Landscaping, Layout and Scale for the erection of Unit 4 comprising employment floorspace, internal	87. Granted	88. 20.06.2023	89. 28.07.2023	90. 31/07/2023

		access roads, footpaths and cycle routes, drainage works, associated car and HGV parking, and other associated infrastructure along with information to satisfy conditions 48, 49, 50, 51, 52, 55, 59, 65, 72, 73, 74, 76, 78, 80, 81, 90, 91, 95, and 97				
91. P/2023/0218/FUL	92. Land At Cromdale Grove Playing Field 93. Cromdale Grove 94. St Helens	96. Application for full planning permission for the construction of formal sports pitches, changing facilities, ground maintenance store,	97. Pending Decision	98. 30.06.2023	99. 10.11.2023	100. 10/08/2023

	95.	car parking, landscaping, drainage, pedestrian footpath enhancements and associated works, with access from Cromdale Grove.				
101. P/2023/0221/FUL	102. The Smithy Manor 103. Jubits Lane 104. Sutton Manor 105. St Helens 106. WA9 4BB	107. Change of use of vacant ground floor public house (Sui Generis) to a training facility (Class F.1).	108. Granted	109. 03.07.2023	110. 31.07.2023	111. 13/08/2023
112. P/2023/0231/FUL	113. Land At Lancots Lane 114. St Helens	116. Erection of 168no. dwellings (Class C3), construction of new	117. Granted	118. 05.07.2023	119. 14.12.2023	120. 15/08/2023

	115.	vehicle access points, open space, and associated landscaping and infrastructure works.				
121. P/2023/0246/FUL	122. Land At Atlas Street 123. St Helens 124. Merseyside 125. WA9 1BY	126. Erection of 42 houses, 24 apartments and sub-station together with associated landscaping, car parking and highway works	127. Granted	128. 18.07.2023	129. 19.02.2024	130. 28/08/2023
131. P/2023/0341/RES	132. Land Site Of Former Parkside Colliery 133. Winwick Road	137. Reserved Matters Application seeking approval for Access, Appearance, Landscaping, Layout and Scale	138. Granted	139. 05.09.2023	140. 18.03.2024	141. 16/10/2023

	134. Newton Le Willows 135. St Helens 136.	for the three employment units (B8 with ancillary B1(a)) at Plots A, B and C, landscaping works, associated servicing and infrastructure, noise mitigation, car parking, vehicle and pedestrian circulation space, including means off access from the PLR, pursuant to outline planning permission ref: P/2018/0048/OUP.				
142. P/2023/0342/RES	143. Land Site Of Former Parkside Colliery	148. Reserved Matters Application seeking Access and Landscaping	149. Granted	150. 06.09.2023	151. 18.04.2024	152. 17/10/2023

	144. Winwick Road 145. Newton Le Willows 146. St Helens 147.	for enabling and infrastructure works to facilitate employment development comprising site wide earthworks to create development platforms, details of strategic landscaping (off plot), including bunds, planting, ecological mitigation, drainage and ground works, upgrades to existing substation and details of spine road access and Parkside Link Road (PLR) pursuant to				

		outline planning permission ref: P/2018/0048/OUP.				
153. P/2023/0373/RES	154. Moss Nook 155. Watery Lane & Providence Avenue 156. St Helens 157.	158. Application for the approval of reserved matters (layout, appearance, landscaping and scale), pursuant to planning permission 159. P/2011/0058, for residential development comprising 295 dwellings, internal access roads, car parking, substation, landscaping 160. and other associated	161. Pending Consideration	162. 19.09.2023	163. 17.04.2024	164. 30/10/2023

		infrastructure, with access from Providence Avenue.				
165. P/2023/0394/FUL	166. Parr Mount Court 167. South John Street 168. St Helens 169. WA9 1AU	170. Erection of 32no affordable dwellings, with associated landscaping works and parking.	171. Granted	172. 25.09.2023	173. 08.12.2023	174. 05/11/2023
175. P/2023/0403/FUL	176. Land Site Of Former Parkside Colliery 177. Winwick Road 178. Newton Le Willows 179. St Helens	181. Full Application For Enabling Works To Excavate Site Material From Parkside Former Colliery Site (Phase 2 Area) And Movement Of Material Onto Parkside Phase 1	182. Granted	183. 04.10.2023	184. 07.12.2023	185. 14/11/2023

	180.	Land To Enable Development To Be Constructed To Agreed Platform Levels And Landforms				
186. P/2023/0413/RES	187. Cowley Hill Works 188. City Road 189. St Helens 190. WA10 2RZ	191. Reserved Matters Application following outline consent P/2020/0083/OUEIA seeking approval for Access, Appearance, Landscaping, Layout and Scale for the construction of a link road connecting Washway Lane and College Street.	192. Pending Consideration	193. 12.10.2023	194. 29.02.2024	195. 22/11/2023

196. P/2023/0417/FUL	197. Ravenhead Social Club 198. Alexandra Drive 199. St Helens 200. WA10 3UJ	201. Proposed demolition of Ravenhead Social Club and the erection of a proposed 78 bed care home and associated parking and landscape gardens.	202. Pending Consideration	203. 17.10.2023	204. 27.03.2024	205. 27/11/2023
206. P/2023/0456/RES	207. Cowley Hill Works 208. City Road 209. St Helens 210. WA10 2RZ	211. Reserved Matters Application following outline consent P/2020/0083/OUEIA seeking approval for landscaping to the Pilkingtons Boundary of the development site.	212. Pending Consideration	213. 01.11.2023	214. 29.02.2024	215. 12/12/2023

216. P/2023/0458/FUL	217. Reeve Court Retirement Village 218. Stratton Drive 219. Rainhill 220. St Helens 221. WA9 5AG	222. Installation of water storage tank, fenced enclosure and piped water supply, along with new access roads.	223. Granted	224. 02.11.2023	225. 29.03.2024	226. 13/12/2023
227. P/2023/0505/RES	228. Cowley Hill Works 229. City Road 230. St Helens 231. WA10 2RZ	232. Reserved Matters Application following outline consent P/2020/0083/OUEIA, seeking approval for layout/finished site levels.	233. Pending Consideration	234. 04.12.2023	235. 29.02.2024	236. 14/01/2024

237. P/2023/0512/FUL	238. Land South Of Florida Farm 239. Haydock 240. St Helens	241. Full planning application for the erection of 464 dwellinghouses with associated access, car parking, landscaping and infrastructure	242. Pending Consideration	243. 08.12.2023	244. 19.04.2024	245. 18/01/2024
246. P/2023/0544/FUL	247. John K Philips Group Ltd 248. Peasley Cross Lane 249. St Helens 250. WA9 3AL	251. Change of Use from B8 to B2 use to create a new medical glass tubing and vial packaging facility, including the remodelling of parking and service areas and erection of a new substation at the former J K Philips Group	252. Granted	253. 22.12.2023	254. 19.12.2023	255. 01/02/2024

		building at land south of McManus Drive, St Helens.				
256. P/2023/0557/FUL	257. Former British Sidac Site, Land North Of Robins Lane 258. Robins Lane 259. Sutton 260.	261. Full planning application for the construction of two industrial units for flexible use across classes E (g. iii), B2 and B8 with ancillary offices, car parking, infrastructure, landscaping and associated works.	262. Pending Consideration	263. 01.01.2024	264. 30.04.2024	265. 11/02/2024
266. P/2023/0558/FUL	267. Land To The South Of Polar Ford 268. Scorecross And Sullivans Way	271. Erection of a 2 storey car rental, sales and repair centre, with 2no. light industrial units all with associated	272. Pending Consideration	273. 25.12.2023	274. 29.03.2024	275. 04/02/2024

	269. St Helens 270. WA9 5GL	parking and landscaping				
276. P/2023/0583/S73	277. Land At Manor Street 278. St Helens 279.	280. Variation of Condition 2 (approved plans) on approval P/2022/0031/FUL to amend site layout.	281. Withdrawn	282. 10.01.2024	283.	284. 20/02/2024
285. P/2023/0608/S73	286. Land Between A49 Winwick Road To A573 Parkside Road, Including A Portion Of The Former Parkside Colliery Site And Then Land From A573	288. Variation of conditions 2 (Approved plans) and 19 (Landscaping) attached to application P/2018/0249/FUL to allow for changes in landscaping, radii of the junctions and	289. Granted	290. 23.01.2024	291. 08.02.2024	292. 04/03/2024

	Parkside Road To A579 Winwick Lane Connecting To M6 Junction 22. 287.	updated Environmental Statement.				
293. P/2023/0619/FUL	294. Land West Of Mill Lane 295. Newton Le Willows 296. St Helens 297.	298. Resubmission of full planning application P/2022/0575/FUL for the residential development for 99 dwellings including access, associated works and landscaping	299. Refused	300. 24.01.2024	301. 23.02.2024	302. 05/03/2024
303. P/2023/0631/S73	304. Unit G1 305. St Helens Retail Park	308. Application to remove condition 3 on application P/2022/0759/S73	309. Granted	310. 31.01.2024	311.	312. 12/03/2024

	306. St Helens 307. WA9 1JJ	to allow for sale of food goods.				
313. P/2023/0656/FUL	314. Alfred Knight Ltd 315. Prescot Road 316. St Helens 317. WA10 3BQ	318. Full planning application for the demolition of existing buildings and the erection of up to 38no dwellings with associated parking, landscaping, amenity space and infrastructure.	319. Pending Consideration	320. 15.02.2024	321. 31.05.2024	322. 27/03/2024
323. P/2023/0663/S73	324. 13 - 15 Earle Street 325. Newton Le Willows 326. St Helens 327.	328. Removal of Condition 4 (Affordable Housing) attached to application P/2021/0313/FUL.	329. Pending Consideration	330. 20.02.2024	331. 30.04.2024	332. 01/04/2024

333. P/2023/0673/FUL	334. Suregrow Garden Centre 335. Collins Industrial Estate 336. Merton Bank Road 337. St Helens 338. WA9 1HY	339. Construction of 14no. commercial/light industrial units (Use class E) together with ancillary external works.	340. Granted	341. 29.02.2024	342. 17.04.2024	343. 10/04/2024
344. P/2023/0674/S73	345. Former NHS Buildings 346. Cowley Hill Lane 347. St Helens 348. WA10 2AP	349. Variation of condition 1 (approved drawings) to amend block paving to shared roads to tarmac and to amend the dwelling footprints on application P/2023/0011/S73	350. Pending Decision	351. 21.02.2024	352. 08.03.2024	353. 02/04/2024

		(amended description)				
354. P/2023/0685/RES	355. Land Bound By Corporation Street To The North, St Helens Central And Rail Lines To The East, St Helens Canal To The South And The Town Centre, Broadly Defined By Bickerstaffe Street And Market Street, To The We	356. Phase 1 Reserved Matters submission relating to the Access, Appearance, Landscaping, Layout and Scale for an office (use class E(g)(i-ii) with ancillary use class E(b) floorspace); hotel (use class C1); residential use (use class C3); market (use classes E(a), E(b) & sui generis); retail/leisure floorspace (use classes E(a-f) and	357. Pending Consideration	358. 05.03.2024	359. 30.06.2024	360. 15/04/2024

		sui generis); and associated landscaping, parking and servicing pursuant to planning permission P/2022/0212/HYBR. Along with details required by conditions to be submitted with reserved matters no. 16, 18, 19, 20, 22, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 39, 42, 43, and satisfy other relevant conditions.				
361. P/2024/0042/S73	362. Unit 4	367. Variation of condition 1 on	368. Pending Decision	369. 25.04.2024	370.	371. 05/06/2024

	363. Omega West 364. Zone 8 365. St Helens 366.	approval P/2023/0188/S73 to facilitate the delivery of Unit 4 at Omega West and seek the flexible B2 and/or B8 use of floorspace across the application site.				
372. P/2024/0045/FUL	373. Land To The West Of Millfield Lane And South Of Liverpool Road Haydock 374. St Helens 375.	376. Construction of new employment units for flexible use across Classes E (g) (iii), B2 and B8, with ancillary offices, car parking, service yards, infrastructure, landscaping, ancillary structures and associated works plus the	377. Pending Consideration	378. 26.04.2024	379.	380. 06/06/2024

		provision of access to the site from Millfield Lane and Liverpool Road.				

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- https://www.sthelens.gov.uk/business/environmental-health/environmental-protection/air-quality/
- www.sthelens.gov.uk
- Merseytravel | Liverpool City Region Travel Information
- Policy Guidance LAQM.TG16
- Local Air Quality Management (LAQM) Support - Defra, UK
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